#### CALIFORNIA COASTAL COMMISSION

45 FREMONT STREET, SUITE 2000 SAN FRANCISCO, CA 94105-2219 VOICE AND TDD (415) 904-5200



**W** 8b

# APPENDIX C

## Correspondence

Consistency Certification No. CC-018-07
Foothill/Eastern Transportation Corridor Agency TCA
Foothill Transportation Corridor-South (FTC-S)

Correspondence received after September 2007, consisting of letters of support for the project.

## California State Senate

STATE CAPITOL.

SACRAMENTO, CA 95814

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DISTRICT OFFICE 17821 EAST 17TH STREET SUITE 180 TUSTIN, CA 92780 TEL (714) 573-1853 FAX (714) 573-1859

# DICK ACKERMAN SENATE REPUBLICAN LEADER SENATOR, THIRTY-THIRD DISTRICT

RECEIVED

SEP 2 1 2007

CALIFORNIA COASTAL COMMISSION

September 19, 2007

Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007) SUPPORT

Dear Chairperson Kruer and Members of the Commission:

I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification. The project was planned to balance the need for traffic relief and environmental protection with special attention to the coastal zone.

The road will provide a much-needed alternative to Interstate 5. Local and regional traffic relief is a priority for thousands of residents who already spend too much time trapped in traffic. In addition to keeping workers and goods moving, this project would offer a vital escape route in times of emergencies.

Residents from all over Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will give more people the opportunity to visit coastal areas that are inaccessible unless residents want to battle ever-worsening congestion. Coastal California belongs to all, not a fortunate few.

Elected officials from the regional and local communities responsible for the mobility of their constituent residents and businesses have conducted more than 20 years of study and have spent more than \$20 million in environmental reviews to determine the best route for State Route 241.

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The Transportation Corridor Agencies have a successful environmental record. The agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project.

Sincerely,

#### Signature on File

cc:

Governor Arnold Schwarzenegger Lt. Governor John Garamendi Speaker Fabian Nunez Senate President Pro Tem Don Perata State Controller John Chiang Congressman Ed Royce Congressman Gary Miller Congressman Ken Calvert Congressman Dana Rohrabacher Congresswoman Loretta Sanchez Congressman John Campbell Congressman Darrell Issa Commissioner Steve Blank Commissioner Sara Wan Commissioner Dr. William A. Burke Commissioner Steven Kram Commissioner Mary K. Shallenberger Commissioner Patrick Kruer, Chair Commissioner Bonnie Neely Commissioner Mark Delaplaine Commissioner Mike Reilly Commissioner Dave Potter Commissioner Khatchik Achadjian Commissioner Larry Clark Commissioner Ben Hueso Commissioner April Vargas Commissioner Dan Secord Commissioner Deborah Schoenbaum Commissioner Adi Liberman Commissioner Sharon Wright Commissioner Steve Kinsey

Commissioner Brooke Firestone

Commissioner Suja Lowenthal Commissioner Lorena Gonzalez Secretary Michael Chrisman Karen Scarborough Brian Baird Paul Thayer Dale E. Bonner, Secretary Majorie M. Berte, Undersecretary Mr. Peter Douglas

#### **MARIAN BERGESON**

Senator (Retired)

September 28, 2007

Commissioner Mark Delaplaine California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219 RECEIVED
OCT 0 1 2007
COASTAL COMMISSION

RE: Extension of the 241 Toll Road, Orange County/San Diego County

Dear Commissioner Delaplaine:

I am writing to urge your approval of the Foothill/Eastern Transportation Corridor Agency's State Route 241 Consistency Certification.

Interstate 5 is the only north-south route through southern Orange County. Today traffic at the San Diego/Orange County line is about 126,000 cars a day. In 2025, more than 200,000 cars will travel that same stretch of roadway each day. That 60 percent traffic increase will impact mobility, goods movement, access to the coast and quality of life in the area. In anticipation of this increase in traffic, the Foothill/Eastern Transportation Corridor Agency, along with federal resource agencies, has studied alternatives on how to best relieve traffic congestion on I-5 with the least impact to the natural environment, neighboring communities and the training mission at Camp Pendleton.

In February 2006 a preferred alignment was chosen that best addressed all competing needs and interests. The only reasonable way to complete the 241 Toll Road is to enter the Coastal Zone and connect with Interstate 5. Special care has gone into the design of the bridges in the Coastal Zone to minimize impacts to wetlands and environmentally sensitive habitat.

One of the reasons I support completing the 241 Toll Road is the improved goods movement that the roadway would facilitate. At a time when our ports are unloading record amounts of goods, it is imperative for those products to be transported to their destinations in a timely way. The state economy relies on efficient goods movement and the Interstate 5 is the only facility supporting this objective between the major cities of San Diego and Los Angeles. When the Interstate is temporarily closed due to a traffic accident, cargo spill or other emergency, those vehicles are stuck in place. We need to ensure that goods and people have the mobility they need.

Some opponents of this project claim that traffic relief can be achieved by simply widening Interstate 5. There is no state funding allocated for this project, which is estimated to cost more than \$2 billion. Even if the funds were available, this option would require the removal of about 1,100 homes and businesses. Widening the Interstate would not create

an alternative route, which is a clear benefit of the 241 Toll Road project. Widening I-5 is not a true alternative to this project. It is instead a noisy distraction touted by opponents who do not support the major infrastructure improvements needed to accommodate our growing population.

I urge you to consider the importance of transportation options near our coast so that everyone has a chance to enjoy the beauty of our beaches. Allowing important state-wide arteries to be clogged with traffic will only discourage access.

Sincerely,

Signature	on	File

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DISTRICT OFFICE 210 WEST BIRCH STREET, SUITE 202 BREA, CA 92821 (714) 672-4734 FAX (714) 672-4737

September 24, 2007

Assembly California Legislature



MICHAEL D. DUVALL
ASSEMBLYMEMBER, SEVENTY-SECOND DISTRICT

COMMITTEES
TRANSPORTATION, VICE CHAIR
INSURANCE
BUDGET
JOINT LEGISLATIVE BUDGET
BUDGET SUBCOMMITTEE #2
EDUCATION FINANCE

RECEIVED

SEP 2 6 2007

CALIFORNIA COASTAL COMMISSION

Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: Foothill-South Toll Road Consistency Certification (SUPPORT)

Dear Chairman Kruer and Members of the Commission:

I am writing to urge you to support the Foothill-South Toll Road application for Consistency Certification. Orange County and San Diego have long included this roadway in their respective transportation systems. It would provide a badly needed alternative to Interstate 5, which is often choked with traffic and is only expected to become more clogged every year.

Foothill-South has been the subject of major planning efforts for decades. Since 1996, TCA has worked with the Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (EPA), U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (ACOE) and Caltrans as part of a comprehensive federal environmental review process of project alternatives to relieve traffic in South Orange County.

The ability to move around the region is a critical element to public safety. In case of emergency, we need options besides Interstate 5. Our emergency workers need to be able to reach people in a timely way. Foothill-South would help unclog a system that is filled with gridlock.

Besides bolstering public safety, the final segment of the 241 will provide a valuable alternative to Interstate 5. By 2020, traffic on the I-5 in this area is expected to increase by 60 percent. With congestion at that level, people who live in my district are forced to battle traffic just to spend a day at the beach. This road would mean more residents would have the opportunity to enjoy the coastal resources in the region.

TCA has an exemplary environmental record and has taken care to plan this road with every consideration to environmental concerns. The route selected is the best option for both environmental stewardship and traffic relief, and I respectfully urge your support for the 241 application.

Should you have any questions or concerns regarding this matter, please do not hesitate to contact me.

Sincerely,

Signature on File

Patrick Kruer, Chair California Coastal Commission September 24, 2007 Page Two

CC.

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Patrick Kruer, Chair

Commissioner Bonnie Neely

Commissioner Mark Delaplaine

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

Commissioner Larry Clark

Commissioner Ben Hueso

Commissioner April Vargas

Commissioner Dan Secord

Commissioner Deborah Schoenbaum

Commissioner Adi Liberman

Commissioner Sharon Wright

Commissioner Steve Kinsey

Commissioner Brooks Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Peter Douglas, Executive Director, California Coastal Commission

The Honorable Arnold Schwarzenegger, Governor, State of California

The Honorable John Garamendi, Lieutenant Governor, State of California

The Honorable John Chiang, California State Controller

The Honorable Don Perata, Senate President Pro Tem

The Honorable Fabian Nunez, Speaker, California State Assembly

Mr. Michael Chrisman, Secretary of the California Resources Agency

Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency

Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

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FAX (760) 929-7999

### Assembly California Legislature



COMMITTEES
VICE CHAIR
EDUCATION
MEMBER
INSURANCE
TRANSPORTATION

September 21, 2007

Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007) SUPPORT

Dear Chairperson Kruer and Members of the Commission:

Foothill-South is the final piece of a 67-mile toll road system that was planned more than 20 years ago to accommodate the growing communities in the region. Foothill-South and additional transportation improvement projects are needed to alleviate traffic congestion on existing roads.

Our region's major freeways all have segments that move at less than 10 miles per hour during the most heavily traveled times of the day. The final 16 miles of the 241 Toll Road will streamline travel for the hundreds of thousands of drivers along Interstate 5 in Orange County and northern San Diego County. That is critical for accident response time and in the case of larger emergencies.

The route was determined by a historic collaborative effort between at least six different agencies, the Fish and Wildlife Service, the Environmental Protection Agency, the Federal Highway Administration, Caltrans, the Marine Corps and the Army Corps of Engineers. No other route is viable. Indeed, an alternative widening of Interstate 5 in South Orange County would require bulldozing 838 homes and shuttering 382 businesses. And it would cost more than \$2 billion, none of which has been planned or budgeted by Caltrans.

Completion of the 241 will contribute to congestion relief, economic strength and job growth. It is a needed project that will only improve the quality of life in the area. I urge you to approve the project's application for Coastal Consistency.

Sincerely,

#### Signature on File

CC.

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Patrick Kruer, Chair

Commissioner Bonnie Neely

Commissioner Mark Delaplaine

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

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Commissioner April Vargas

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Commissioner Lorena Gonzalez

Peter Douglas, Executive Director, California Coastal Commission

The Honorable Arnold Schwarzenegger, Governor, State of California

The Honorable John Garamendi, Lieutenant Governor, State of California

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Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

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> WEBSITE www.assembly.ca.gov/huff

> > September 24, 2007

California Legislature BOB HUFF

Assembly

COMMITTEES **EDUCATION** HEALTH TRANSPORTATION BUDGET SUB. 5, INFORMATION TECHNOLOGY AND TRANSPORTATION

**REPUBLICAN CAUCUS CHAIR** ASSEMBLYMAN, SIXTIETH DISTRICT

Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007) SUPPORT

Dear Chairperson Kruer and Members of the Commission:

I'm writing to urge you to support the Foothill-South Toll Road application for Consistency Certification. The Texas Transportation Institute this week released its annual urban mobility report, naming the Orange County/Los Angeles region as the most congested in the nation. San Diego followed as sixth worst. Traffic is getting worse each month while a project that could help solve the problem is delayed.

Foothill-South would not only offer commuters an alternative to increasing daily traffic, but an escape route during emergencies. Some opponents to this traffic relief alternative advocate widening the I-5, but no matter how wide the freeway is, if it ever is shut down, alternatives are needed.

The 241 completion route was determined by a historic collaborative effort between at least six different agencies. The U.S. Fish and Wildlife Service, Environmental Protection Agency, U.S. Army Corps of Engineers, Federal Highway Administration, Caltrans and Camp Pendleton were all involved in selecting the alignment. Dozens of options were considered. Six toll road alternatives and two non toll road alternatives were extensively analyzed. The route ultimately selected provides the most traffic relief. requires no removal of homes and doesn't interfere with military operations at nearby Camp Pendleton. No other route will work.

TCA has a record of environmental excellence. The Agencies have taken great care to ensure that water quality in the area will be protected, sensitive wetlands will be avoided and the road will have as little environmental impact as possible.

Please consider the benefits of this project and approve the Foothill/Eastern Transportation Corridor Agency's application for Coastal Consistency Certification.

Sincerely,

Signature on File

cc:

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Patrick Kruer, Chair

Commissioner Bonnie Neely

Commissioner Mark Delaplaine

Commissioner Mike Reilly

Commissioner Dave Potter

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Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

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e-mail: assemblymember.solorio@ assembly.ca.gov website: www.assembly.ca.gov/solorio

California Legislature

COMMITTEES **APPROPRIATIONS EDUCATION** PUBLIC SAFETY (CHAIR) TRANSPORTATION



IOSE SOLORIO ASSEMBLYMAN, SIXTY-NINTH DISTRICT

September 24, 2007

Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, **2007) SUPPORT** 

Dear Chairperson Kruer and Members of the Commission:

The final segment of the 241 Toll Road is an important traffic relief measure. It is clear that we need to address traffic congestion in this area. There will be a 60 percent increase in traffic on the I-5, the only major route between two metropolitan areas, by 2025. In the 11 miles from the San Diego County border northward, combined morning and evening peak hour gridlock will be eight hours. With the Toll Road, the projected congestion on that route will be reduced by 500 percent. It will take 58,000 vehicles per day off of I-5.

The 241 Toll Road has other benefits as well. It will help the state achieve critical reductions in greenhouse gas emissions. With the Toll Road completed, there will be an actual decrease of over 568,000 pounds per day of CO2 emissions. That amounts to over 207 million pounds per year of emissions reduced by the 241 extension.

A sophisticated water quality program has been developed to protect water quality along the entire 16-mile route. Additionally, plans have been put in place to collect and treat runoff from a two-mile portion of Interstate 5, which currently has no water quality system to prevent runoff from draining into local streams.

The population is booming and quality of life for people throughout the region depends on having an alternative route. People should not have to waste their valuable time and money stuck in traffic. After more than 20 years of planning and more than \$20 million in environmental planning, it is time to move forward with construction of the final segment of the 241 Toll Road.

Please approve the Foothill-South Toll Road CZMA Consistency Certification.

Sincerely,

Signature on File

cc.

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Patrick Kruer, Chair

Commissioner Bonnie Neely

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Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

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TODD SPITZER
ASSEMBLYMEMBER, SEVENTY-FIRST DISTRICT
CHIEF REPUBLICAN WHIP

COMMITTEES: HUMAN SERVICES REVENUE AND TAXATION RULES (ALTERNATE)

JOINT COMMITTEES: LEGISLATIVE AUDIT

SELECT COMMITTEES: CHAIR, PRISON CONSTRUCTION AND OPERATIONS

RECEIVED SEP 2 5 2007

COASTAL COMMISSION

September 24, 2007

Patrick Kruer, Chair ATTN: Mr. Mark Defaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: SUPPORT Oct. 11 Foothill-South Toll Road CZMA Consistency Certification

Dear Chairperson Kruer and Members of the Commission:

The final 16 miles of the 241 Toll Road, Foothill-South, are an important component of our regional transportation system. The route is part of long-range transportation plans for both San Diego and Orange County. After exhaustive study of dozens of routes, the final alignment was selected because, while being sensitive to the environment, it relieves traffic congestion without taking any homes or businesses.

Free-flowing traffic continues to be integral to our economic strength and tourism trade. Residents consistently rank traffic relief as a top concern. The completion of Foothill-South, which will streamline travel for hundreds of thousands of travelers along Interstate 5 in Orange County and northern San Diego County, is critical.

In addition to traffic relief, this project will also improve access to our coast. The growing communities to the east of Orange County have very few transportation options. For those residents, access to beaches and camping depend on having an alternative to Interstate 5.

The Foothill/Eastern Transportation Corridor Agency has spent six years and \$20 million working in partnership with federal and state resource agencies in an effort to find a way to balance the need for local and regional traffic relief with the desire to protect the natural resources of our environment. This project can accomplish both.

Please approve the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification.

Sincerely,

Signature on File

cc.

Commissioner Steve Blank Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger Commissioner Patrick Kruer, Chair

Commissioner Bonnie Neely Commissioner Mark Delaplaine Commissioner Mike Reilly Commissioner Dave Potter

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Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

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FAX (714) 668-2104

E-MAIL
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### Assembly California Legislature



VAN TRAN
ASSISTANT REPUBLICAN LEADER
ASSEMBLYMAN, SIXTY-EIGHTH DISTRICT

COMMITTEES:

VICE CHAIR
JUDICIARY
MEMBER
UTILITIES AND COMMERCE
GOVERNMENTAL ORGANIZATION

September 24, 2007

Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007) SUPPORT

Dear Chairman Kruer and Members of the Commission:

I am writing to urge you to support the Foothill-South Toll Road application for Consistency Certification. The roadway is a vital link in our regional transportation system. The completed 241 is already part of Orange County and San Diego regional transportation plans.

The project has been the subject of major planning efforts for decades, and has been on the County's Master Plan of Arterial Highways since 1981. Since 1996, TCA has worked with the Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (EPA), U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (ACOE) and Caltrans as part of a comprehensive federal environmental review process of project alternatives to relieve traffic in South Orange County.

Mobility is a critical element to public safety and this route would give thousands of California residents an escape route in case of a national disaster or other emergency. It would also decrease response time for emergency and safety workers.

Besides bolstering public safety, the final segment of the 241 will provide a valuable alternative to Interstate 5. By 2020, traffic on the I-5 in this area is expected to increase by 60 percent. With congestion at that level, people who live in my district are forced to battle traffic just to spend a day at the beach. This road would mean more residents would have the opportunity to enjoy the coastal resources in the region.

TCA has an exemplary environmental record and has taken care to plan this road with every consideration to environmental concerns. The route selected is the best option for both environmental stewardship and traffic relief.

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Signature on File

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cc.

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

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Commissioner Mary K. Shallenberger

Commissioner Patrick Kruer, Chair

Commissioner Bonnie Neely

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The Honorable John Chiang, California State Controller

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Mr. Michael Chrisman, Secretary of the California Resources Agency

Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency

Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

#### COMMITTEES:

APPROPRIATIONS, VICE CHAIR AGING AND LONG TERM CARE BANKING AND FINANCE JOINT LEGISLATIVE BUDGET

### Assembly California Legislature



MIMI WALTERS
ASSISTANT REPUBLICAN LEADER
ASSEMBLYMEMBER, SEVENTY-THIRD DISTRICT

STATE CAPITOL P.O. BOX 942849 SACRAMENTO, CA 94249-0073 (916) 319-2073 FAX (916) 319-2173

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**DISTRICT OFFICE**24031 EL TORO ROAD, SUITE 210
LAGUNA HILLS, CA 92653
(949) 457-7333
FAX (949) 457-7305

September 28, 2007

James Wickett 45 Fremont Street Suite 2000 San Francisco, CA 94105-2219

Dear Ms. Wickett:

Congratulations on your recent appointment as alternate member for the California Coastal Commission. This is a great honor that indicates that your years of hard work and dedication have provided you with the abilities necessary to serve California. With this Governor's appointment come many new opportunities and responsibilities.

By appointing you, Governor Schwarzenegger has demonstrated his confidence that you will effectively carry out the responsibilities of your new office to serve the interests of the people of the State of California.

It is a pleasure to congratulate you on this great honor. I look forward to working with you in your new capacity.

Sincerely,

Signature on File

STATE CAPITOL SACRAMENTO, CA 95814 (916) 651-4038 (916) 446-7382 FAX

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1910 PALOMAR POINT WAY
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(760) 931-2477 FAX

27126A PASEO ESPADA SUITE 1621 SAN JUAN CAPISTRANO, CA 92675 (949) 489-9838 (949) 489-8354 FAX

### California State Senate

#### SENATOR MARK WYLAND

THIRTY-EIGHTH SENATE DISTRICT



COMMITTEES

VETERANS AFFAIRS

EDUCATION VICE-CHAIR

LABOR & INDUSTRIAL RELATIONS VICE-CHAIR

BUDGET AND FISCAL REVIEW

HEALTH

GOVERNMENTAL ORGANIZATION

September 20, 2007

Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007) SUPPORT

Dear Chairperson Kruer and Members of the Commission:

The completion of State Route (SR) 241 would provide significant benefits to Southern California. The completion of this project would create 21,000 high-paying jobs in the region. It is part of responsible planning for the thousands of residents that will move into housing developments that have already been approved.

The final segment of SR-241 will provide a much-needed alternative to Interstate 5. I would urge you to consider what commerce between the San Diego border and the Orange County/Los Angeles area will look like when commercial trucks and service vehicles come to a grinding halt in traffic, which is projected to increase by 60 percent at the Orange County/San Diego County line by 2025.

An alternative widening of Interstate 5 in South Orange County would cost more than \$2 billion, none of which has been planned or budgeted by Caltrans, and require the bulldozing of 838 homes and shuttering 382 businesses. The route was determined by a historic collaborative effort between at least six different agencies, the Fish and Wildlife Service, the Environmental Protection Agency, the Federal Highway Administration, Caltrans, the Marine Corps and the Army Corps of Engineers. No other route is viable.

Completion of SR-241 was planned with extraordinary attention to water quality, native habitat protection and quality of life for those who reside and work here. There has been a great deal of misinformation put forth about what might happen to the surf break at Trestles at San Onofre State Beach. TCA specifically analyzed potential impacts to coastal surf spots. Studies concluded that there will be no effect in sediment movement and therefore no effect on surf breaks.

I respectfully request that you approve the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification. Should you have any further questions or concerns, please do not hesitate to contact my office.

Sincerely,

#### Signature on File

CC.

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Patrick Kruer, Chair

Commissioner Bonnie Neely

Commissioner Mark Delaplaine

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadiian

Commissioner Larry Clark

Commissioner Ben Hueso

Commissioner April Vargas

Commissioner Dan Secord

Commissioner Deborah Schoenbaum

Commissioner Adi Liberman

Commissioner Sharon Wright

Commissioner Steve Kinsev

Commissioner Brooks Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Peter Douglas, Executive Director, California Coastal Commission

The Honorable Arnold Schwarzenegger, Governor, State of California

The Honorable Don Perata, Senate President Pro Tem

The Honorable Fabian Nunez, Speaker, California State Assembly

The Honorable John Garamendi, Lieutenant Governor

The Honorable John Chiang, California State Controller

Mr. Michael Chrisman, Secretary of the California Resources Agency

Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency

Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency



COUNTY OF ORANGE

#### BOARD OF SUPERVISORS

ROBERT E.THOMAS HALL OF ADMINISTRATION
IO CIVIC CENTER PLAZA
P. O. BOX 687
SANTA ANA, CA 92702-0687

December 20, 2007

Patrick Kruer, Chairman California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Attention:

Mark Delaplaine, Manager

Energy, Oceans and Federal Consistency

RE:

OPPOSE Using the Report from Smart Mobility Inc., Titled "An Alternative to the Foothill

South Toll Road"

Dear Chairman Kruer:

On behalf of three million plus people of Orange County, we, the members of the Board of Supervisors are writing to advise you of our opposition to the use of "An Alternative to the Proposed Foothill South Toll Road," a report prepared by Smart Mobility, Inc. (SMI) of Norwich, Vermont, as a substitute for the Final Environmental Impact Report/South Orange County Transportation Infrastructure Improvement Project (FEIR/SOCTIIP) approved by the Foothill/Eastern Transportation Corridor Agency (TCA).

The SMI report contends that a series of Arterial Improvements Plus (AIP), arterial and I-5 improvements, called the Refined AIP (AIP-R) meets the future traffic demands in South County and is a better alternative to the Foothill Transportation Corridor-South (FTC-S) due to its minimal impact to the environment, homes, and businesses. Our review of this report does not support this conclusion. The AIP-R does not use the same lane configurations as the FEIR/SOCTIIP AIP Alternative and is **not** substantiated by any technical engineering or traffic analysis. In addition, some of the arterial improvement assumptions will have detrimental impacts on approved development in South County in general and specifically on the communities of Las Flores, Ladera, Rancho Mission Viejo/Ranch Plan, and the Prima Deshecha Landfill operations.

The widening of I-5 and arterials proposed in the AIP-R, are planned to be generally within the existing road right-of-way. The feasibility of the SMI report is not supported by any technical engineering or survey analysis. This proposal does not seem to be practical without significant impacts to adjacent properties or reducing MPAH (Master Plan of Arterial Highways) Standards. Reduction of arterials below these standards will have adverse impacts to fire and emergency response times in communities served by the County. The report states that proposed AIP-R improvements would maintain the "SOCTIIP AIP Traffic Performance of equivalent traffic relief." This conclusion is only a qualitative judgment and not supported by any traffic analysis.

In addition, both the AIP & AIP-R assume expansion of Antonio Parkway/Avenida La Pata to an eight-lane Smart Street facility from Oso Parkway to San Juan Creek Road and to a six-lane Smart Street from San Juan Creek Road to Avenida Pico. Smart Street technologies would also be included on Ortega Highway between Antonio Parkway/Avenida La Pata and I-5, Camino La Ramblas between Avenida La Pata and I-5, and Avenida Pico between Avenida La Pata and I-5. Smart Street technologies include a combination of advanced traffic management strategies such as traffic signal coordination, real time monitoring and surveillance, and traveler information, as well as modest physical improvements such as additional turn lanes at intersections. This report does not provide any quantification of the traffic/ Level of Service (LOS) benefits due to the application of this technology to these facilities.

Patrick Kruer, Chairman California Coastal Commission December 20, 2007 Page 2

Antonio Parkway is designated on MPAH as a Major Arterial Highway (six Janes) and La Pata Avenue as a Primary (four lanes). The AIP proposed changes will require amendments to the MPAH to upgrade these facilities— a proposal that is not likely to be supported by any adjacent jurisdictions. Significant new development has been approved and constructed along Antonio Parkway since the SOCTIP AIP was developed in 2001. Widening Antonio Parkway to an eight-lane roadway is inconsistent with the goals and objectives of the approved environmental documents for these communities. La Pata Avenue is designated as a Primary Arterial Highway and is currently the only access to the Prima Deshecha landfill facility, to the adjacent San Juan High School and other adjacent development. A six-lane facility through the landfill is inconsistent with the approved Prima Deshecha General Development Plan and with the approved development along La Pata Avenue. The AIP-R also relies on an extension of La Pata Avenue as a six-lane facility (unbuilt segment). This proposal is inconsistent with the MPAH and the Circulation Plan of the City of San Clemente. Plus improvements beyond the MPAH to both Antonio Parkway and La Pata Avenue are inconsistent with the environmental document of the recently approved Ranch Planned Community. The feasibility and effectiveness of providing grade separation at the intersections of Antonio Parkway/Oso Parkway, Antonio Parkway/Crown Valley Parkway, Antonio Parkway-La Pata Avenue/Ortega Highway, and Avenida La Pata/Avenida Pico as proposed in the AIP-R are also unknown and not addressed in the AIP-R report.

The Orange County Board of Supervisors is requesting that the California Coastal Commission not only review our concerns regarding the SMI report, "An Alternative to the Proposed Foothill South Toll Road," but oppose its implementation and support the conclusions of the Final Environmental Impact Report/South Orange County Transportation Infrastructure Improvement Project (FEIR/SOCTIP) approved by the Foothill/Eastern Transportation Corridor Agency (TCA).

Sincerely,

CC:

Sign	ature on File		_			,
· — — —		•				
				_ · <u> </u>	 	

Members, Orange County Congressional Delegation Members, Orange County State Legislative Delegation Thomas G. Mauk, County Executive Officer Deputy County Executive Officers

#### **BRIEFING PAPER**

Smart Mobility Study - The Refined Arterial Improvement Plan Alternative

#### Background

We have reviewed "An Alternative to the Proposed Foothill South Toll Road", a report prepared by Smart Mobility, Inc. (SMI) of Norwich, Vermont, in the context of the Final Environmental Impact Report/South Orange County Transportation Improvement Implementation Plan (FEIR/SOCTIP) approved by the Foothill/Eastern Transportation Corridor Agency (TCA). The SMI report contends that a series of Arterial Improvements Plus (AIP), arterial and I-5 improvements, called the Refined AIP (AIP-R) meets the future traffic demands in South County and is a better alternative to the extension of the Foothill Transportation Corridor-South (FTC-S) due to its minimal impact to the environment, homes and businesses.

#### Specific Issues:

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The widening of I-5 and arterials proposed in the AIP-R, are proposed to be generally within the existing road right-of-way. The feasibility of this proposal is not supported by any technical engineering or survey analysis. The proposal does not seem to be practical without significant impacts to adjacent properties or reducing MPAH (Master Plan of Arterial Highways) Standards. Reduction of arterials below these standards can have adverse impacts to fire and emergency response times in communities served by the County.

The study states that proposed AIP-R improvements would maintain the "SOCTHP AIP Traffic Performance...of equivalent traffic relief" This conclusion is only a qualitative judgment and not supported by any traffic analysis.

The report also concludes that 'even minor refinements to the design of the SOCTIIP AIP can greatly reduce or even eliminate displacement, such as ...context-sensitive interchange design'. A Context Sensitive Design alternative was evaluated in the approved FEIR/SOCTIIP. However this alternative was considered and rejected by the TCA Board as not meeting the project goals and objectives. The following Federal Highway Administration (FHWA) statement summarizes the TCA Board deliberation as follows: "for each potential project, designers are faced with the task of balancing the need for the highway improvement with the need to safely integrate the design into the surrounding natural and human environments."

#### Impacts to Orange County Unincorporated areas.

The AIP & AIP-R reports assume expansion of Antonio Parkway/Avenida La Pata to an eight lane Smart Street facility from Oso Parkway to San Juan Creek Road and to a six-lane Smart Street from San Juan Creek Road to Avenida Pico. In addition, Smart Street technologies would also be included on Ortega Highway between Antonio Parkway/Avenida La Pata and I-5, Camino La Ramblas between Avenida La Pata and I-5, and Avenida Pico between Avenida La Pata and I-5. Smart Street technologies include a combination of advanced traffic management strategies such as traffic signal coordination, real time monitoring and surveillance, and traveler information, as well as modest physical improvements such as additional turn lanes at intersections. The study does not provide any quantification of the traffic/LOS benefits of the application of this technology to these facilities.

Antonio Parkway is designated on MPAH as a Major Arterial Highway (six lanes) and La Pata Avenue as a Primary (four lanes). The AIP proposed changes will require amendments to the MPAH to upgrade these facilities a proposal that is not likely to be supported by any adjacent jurisdictions. In addition significant new development is approved and constructed along Antonio Parkway since the SOCTHP AIP was developed in 2001. Widening Antonio Parkway to an eight lane roadway is inconsistent with the goals and objectives of the approved environmental documents for these communities. La Pata Avenue is designated as a Primary Arterial Highway and is currently the only access to the Prima Deshecha landfill facility and to the adjacent San Juan High School and other adjacent development. A six lane facility through the landfill is inconsistent with the approved Prima Deshecha General Development Plan and with the approved development along La Pata Avenue. The AIR-R also relies on an extension of La Pata Avenue as a six lane facility (unbuilt segment). This proposal is inconsistent with the MPAH and the Circulation Plan of the City of San Clemente. In addition improvements, beyond the MPAH, to both Antonio Parkway and La Pata Avenue are inconsistent with the environmental document of the recently approved Ranch Planned Community.

In addition the feasibility and effectiveness of providing grade separation at the intersections of Antonio Parkway/Oso Parkway, Antonio Parkway/Crown Valley Parkway, Antonio Parkway-La Pata Avenue/Ortega Highway, and Avenida La Pata/Avenida Pico as proposed in the AIP-R are also unknown and not addresses in the AIP-R report.

#### Recommendations

Our review of this report does not support the study's conclusion because the AIP-R does not use the same lane configurations as the FEIR/SOCTIIP AIP Alternative and is not substantiated by any technical engineering or traffic analysis. In addition some of the arterial improvement assumptions will have detrimental impacts on approved development in South County in general and specifically on the communities of Las Flores, Ladera, Rancho Mission Viejo/Ranch Plan and the Prima Deshecha Landfill operations.

California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Ste. 2000 San Francisco, CA 94105-2219 FAX: (415) 904-5400

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JAN 0 3 2008

CALIFORNIA COASTAL COMMISSION

#### Dear Chairman Kruer:

As a longtime resident and business owner in San Clemente, I am writing to urge you to approve the Transportation Corridor Agencies application for a Consistency Certification in February.

The project before your commission is vital to ensure that the integrity of our community is maintained and help relieve the serious traffic congestion that we currently face while, at the same time, offering the environmental protection we all desire.

Numerous federal and state agencies concur that the route chosen for the 241 Toll Road is the best one to meet our long term needs.

Please take the appropriate action and approve the application before you.

Sincerely,

Signature on File

#ROFORMA CLOISOURCE 949.492-6550

1/3/08

California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Ste. 2000 San Francisco, CA 94105-2219

FAX: (415) 904-5400

#### Dear Chairman Kruer:

As a longtime resident and business owner in San Clemente, I am writing to urge you to approve the Transportation Corridor Agencies application for a Consistency Certification in February.

The project before your commission is vital to ensure that the integrity of our community is maintained and help relieve the serious traffic congestion that we currently face while, at the same time, offering the environmental protection we all desire.

Numerous federal and state agencies concur that the route chosen for the 241 Toll Road is the best one to meet our long term needs.

Please take the appropriate action and approve the application before you.

Sincerely,

Signature on File

944. 492.6550



#### Office of the City Council

October 2, 2007

### City of Tustin

300 Centennial Way Tustin, CA 92780 www.tustinca.org (714) 573-3010 FAX (714) 838-1602

Patrick Kruer, Chair Attn: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

#### RE SUPPORT for 241 Toll Road Consistency Certification

Dear Chairman Kruer and Members of the Commission:

The Texas Transportation Institute recently issued its annual mobility report, which named the Orange County/Los Angeles region as the worst congested in the U.S. San Diego followed as the sixth worst. Southern Californians face daily commutes filled with gridlock, frustrating streetlight delays and massive wastes of time that directly affect public safety, commerce and quality of life. Traffic relief is a major issue that needs a many-pronged solution. Foothill-South is part of the answer.

The completion of the 241 Toll Road would streamline travel for thousands of drivers along Interstate 5 in Orange County and northern San Diego County. The final route for the roadway was determined by collaboration between the Federal Highway Administration, the U.S. Environmental Protection Agency, the U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers and Caltrans as part of a federal environmental review process of project alternatives to relieve traffic in South Orange County. If the Toll Road is built, there will be a significant decrease in greenhouse gas emissions because travel speeds in the area will be increased.

I represent residents of Tustin, and the ability of local residents and businesses to move around efficiently is very important to me. Goods movement is essential to healthy commerce in this area and the freedom to traverse the region easily is an important part of quality of life. Completing Foothill-South furthers both of these objectives. Moreover, completing this road will provide thousands of Californians access to our coast and a chance to enjoy our natural resources.

For all these reasons, I urge you to approve this important project.

Sincerely,

Signature on File

Lou Bone Mayor

Jerry Amante Mayor Pro Tem

Doug Davert Council Member

Tony Kawashima Council Member

Jim Palmer Council Member c: Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Bonnie Neely Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

Commissioner Larry Clark Commissioner Ben Hueso

Commissioner April Vargas Commissioner Dan Secord

Commissioner Deborah Schoenbaum

Commissioner Adi Liberman Commissioner Sharon Wright Commissioner Steve Kinsey Commissioner Brooks Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Mr. Peter M. Douglas, Executive Director, California Coastal Commission

Mr. Mark Delaplaine, California Coastal Commission

The Honorable Arnold Schwarzenegger, Governor, State of California

The Honorable John Garamendi, Lieutenant Governor, State of California

The Honorable John Chiang, State Controller, State of California

The Honorable Don Perata, Senate President Pro Tem

The Honorable Fabian Nunez, Speaker, California State Assembly

Mr. Michael Chrisman, Secretary of the California Resources Agency

Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency

Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California

Resources Agency



### CITY OF OCEANSIDE

COUNCIL MEMBER JACK FELLER

October 4, 2007

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CALIFORNIA COASTAL COMMISSION

Patrick Kruer, Chairman California Coastal Commission 45 Fremont Street, Ste. 2000 San Francisco, CA 94105

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and am writing to urge you to approve the project's application for Coastal Consistency Certification. The road will provide a much-needed option to Interstate 5. In case of emergencies, an alternative route could be a lifeline. Having only one major route between two major metropolitan areas simply does not make sense.

Residents from all over Southern California have a right to enjoy the beautiful coastline in Orange and San Diego Counties. Completing the 241 will give more people the opportunity to visit coastal areas that may be just a few dozen miles away, but inaccessible unless they want to be caught in traffic for two hours plus.

The Transportation Corridor Agencies have a successful environmental record. The agencies have taken great care to ensure that this road will be built with sensitivity to the environment.

Please approve this important project.

Sincerely,

Signatu	re on	File
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JF/vp

Vis. Karen Scarborough Undersecretary California Resources Agency 1416 Ninth Street, Room 1311 Sacramento, CA 95814

Commissioner Sara Wan California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Commissioner Mary K. Shallenberger California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Commissioner Patrick Kruer
California Coastal Commission
45 Fremont, Suite 2000
San Francisco, CA 94105-2219

Commissioner Mike Reilly California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Commissioner Khatchik Achadjian California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Commissioner Ben Hueso California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Commissioner Dan Secord California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Commissioner Adi Liberman California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Commissioner Steve Kinsey
California Coastal Commission
45 Fremont, Suite 2000
San Francisco, CA 94105-2219

Commissioner Suja Lowenthal California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Peter Douglas Executive Director California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

The Honorable Fabian Nunez Speaker of the Assembly State Capitol, Room 219 Sacramento, CA 95814

The Honorable John Garamendi Lieutenant Governor State of California State Capitol, Room 1114 Sacramento, CA 95814

Mr. Dale E. Bonner Secretary, Business, Transportation & Housing Agency 980 9th Street, Suite 2450 Sacramento, CA 95814-2719

Mr. Paul D. Thayer Executive Officer State Lands Commission 100 Howe Ave, Suite 100 South Sacramento, CA 95825-8202

Mr. Brian Baird Assistant Secretary Ocean and Coastal Policy California Resources Agency 1416 Ninth Street, Room 1311 Sacramento, CA 95814

Commissioner Steve Blank California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Commissioner, Dr. William A. Burke California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Commissioner Steven Kram California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105 Mr. Mark Delaplaine California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Commissioner Lorena Gonzalez California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

The Honorable Arnold Schwarzenegger Governor of California State Capitol Building Sacramento, CA 95814

The Honorable Don Perata Senate President Pro Tem State Capitol, Room 205 Sacramento, CA 95814

The Honorable John Chiang California State Controller 300 Capitol Mall, Suite Sacramento, CA 95814

Ms. Majorie M. Berte
Undersecretary, Business, Transportation &
Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814
Mr. Michael Chrisman
Secretary
California Resources Agency
1416 Ninth Street, Room 1311
Sacramento, CA 95814

Commissioner Bonnie Neely California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Commissioner David Potter California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Commissioner Larry Clark California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Commissioner April Vargas California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Commissioner Deborah Schoenbaum California Coastal Commission 45 Fremont St., Ste. 2000 San Francisco, CA 94105

Commissioner Sharon Wright California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Commissioner Brooks Firestone California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219



#### EXECUTIVE BOARD OF DIRECTORS

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Rachel Rola
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Chairman-Elect

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Philip Adishian Advantage Mailing Chairman – Finance / Treasurer

Ann Poloko Financial Investors Group Vice Chairman – Finance

Cynthia Schneider American Security Bank Chairman of the Board (2006)

Bobby Spiegel
Corona Chamber of Commerce
President/CEO
Corporate Secretary

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Peter Fischetti Publications
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Mark Krakower Kraktronix – Laser Craft

Chris Miller Thomas Miller Mortuary

**Debra Murphy** Union Bank of California

**Kerry Pendergast** Premier Service Bank

Linda Wilson Countrywide Home Loans

904 East Sixth Street Corona, Ca 92879 (951) 737-3350 Fax (951) 737-3531

### **Corona Chamber of Commerce**

www.CoronaChamber.org

Creating a Strong Local Economy / Providing Networking Opportunities and Business Referrals
Promoting Political Action / Representing the Interest of Business with Government / Promoting the Community

December 19, 2007

Chairman Pat Kruer California Coastal Commission 45 Fremont Street, Ste. 2000 San Francisco, CA 94105-2219

Subject: Corona Chamber of Commerce SUPPORTS the approval of the Transportation Corridor Agency's application for Consistency Certification

Dear Chairman Kruer:

The Corona Chamber of Commerce is writing to strongly urge the California Coastal Commission to approve the Transportation Corridor Agency's application for Consistency Certification in February 2008.

The Chamber strongly believes the last segment of the State Route 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection concerns.

Completion of SR 241, a project that has been thoroughly planned and extensively studied for over 20 years, is a vital link in our region's transportation network. It will improve the quality of life and enhance local economies throughout the Corona region by reducing traffic congestion. Utilizing a conservative estimate of \$12 per hour, it will increase business productivity for Corona area commuters by \$345.9 million annually.

Furthermore, the Toll Roads alleviate as much as 25 percent of traffic congestion on our local freeways and eliminate an estimated 8.2 million pounds of vehicle emissions annually. Without the Toll Roads, vehicle hours of delay on our freeways and local streets would increase by an additional 115,300 hours each workday.

Completion of State Route 241, as proposed by the Transportation Corridor Agency, will result in significant relief from this regional traffic congestion, improvement to our local economy, improvement to our air quality, and provide access to coastal areas which should be equally and fairly available all resident, including the families and individuals in Corona and the Inland Empire area.

Thank you for your time and consideration.

#### Signature on File

Chair, Legislative Action Committee

cc:	
Congressman Ken Calvert	951-784-5255
Governor Arnold Schwarzenegger	951-680-6863
State Senator Jim Battin	916-327-2187
Assembly Member Todd Spitzer	916-319-2171
Secretary Michael Chrisman, Resources Agency	916-653-8102
Secretary Dale Bonner, Business, Transportation and Housing Agency	916-323-5440
Mayor Jeff Miller, City of Corona	951-736-2493
Members of the City Council, City of Corona	951-736-2493

p.1



# City of Vista



December 20, 2007

California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Fax: 415.904.5400

#### Dear Chairman Kruer:

On behalf of the City of Vista City Council, I would like to urge your support of the Foothill-South Toll Road application for Consistency Certification. The Foothill-South connector is desperately needed to relieve traffic on Interstate 5 and will create an important, alternate route between San Diego and Orange Counties.

The Foothill-South 241 connection has long been a part of transportation planning efforts to ensure orderly growth and development of North San Diego County and is included in the San Diego Association of Government's Regional Transportation Plan. The route for the Foothill-South connector has been chosen with the assistance of the U.S. Fish and Wildlife Service, Environmental Protection Agency, U.S. Army Corps of Engineers, Federal Highway Administration, Caltrans and Camp Pendleton.

Without the Foothill-South connector, the already severe traffic will increase 60 percent by 2025. The connector would reduce travel times in the area from one hour to 25 minutes during peak hours. This would benefit residents of North San Diego County who utilize Interstate 5 as their primary transit route and will improve transportation of goods and services within Southern California. Additionally, the connector will promote public safety in cases of emergency where additional evacuation routes may be needed.

The Foothill-South 241 is an integral part of California's transportation infrastructure and lurge your approval of the application for Consistency Certification.

Sincerely.

Signature on File

CC: United States Senator Dianne Feinstein Governor Amold Schwarzenegger

CITY COUNCIL

CITY of LAGUNA NIGUEL

27801 La Paz Road • Laguna Niguel, California 92677
Phone/949•362•4300 Fax/949•362•4340

Gary G. Capata Paul G. Glaab Linda Lindholm Robert Ming Mike Whipple

September 25, 2007

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EI V E D

SEP 2 7 2007

Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

CALIFORNIA COASTAL COMMISSION

RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007) SUPPORT

Dear Chairman Kruer and Members of the Commission:

The completion of the 241 would provide significant benefits to Southern California. It is part of responsible planning for the thousands of residents that will move into housing developments that have already been approved.

I represent the City of Laguna Niguel, which is frequently deluged with cars that try to get around accidents on Interstate 5 by taking arterial roads through our city. More than 250 Laguna Niguel residents have specifically contacted the Transportation Corridor Agencies and asked to be on the list of public supporters for this project.

The route was determined by a historic collaborative effort between at least six different agencies, the Fish and Wildlife Service, the Environmental Protection Agency, the Federal Highway Administration, Caltrans, the Marine Corps and the Army Corps of Engineers. No other route is viable. Indeed, an alternative widening of Interstate 5 in South Orange County would require bulldozing 838 homes and shuttering 382 businesses. And it would cost more than \$2 billion, none of which has been planned or budgeted by Caltrans.

Completion of the 241 was planned with extraordinary attention to water quality, native habitat protection and quality of life for those who live here. Please approve the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification.

		_	•			•	
Sincerely,	<b>/</b> ì						

Signature on File

cc.

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Patrick Kruer, Chair

Commissioner Bonnie Neely

Commissioner Mark Delaplaine

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

Commissioner Larry Clark

Commissioner Ben Hueso

Commissioner April Vargas

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Commissioner Sharon Wright

Commissioner Steve Kinsey

Commissioner Brooke Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Secretary Michael Chrisman

Undersecretary Karen Scarborough

Undersecretary Brian Baird

Director Paul Thayer

Secretary Dale E. Bonner

Undersecretary Majorie M. Berte

Executive Director Peter Douglas

Governor Arnold Schwarzenegger

Speaker Fabian Nunez

Senate President Pro Tem Don Perata

Lt. Governor John Garamendi

State Controller John Chiang



Mayor Richard T. Dixon

Mayor Pro Tem Mark Tettemer

Council Members Peter Herzog Kathryn McCullough

Marcia Rudolph

City Manager
Robert C. Dunek

September 20, 2007

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105 Attention: Chairman Pat Kruer

RE: Completion of 241 Toll Road - Coastal Consistency Certification

Dear Commissioners:

l am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification. The project was planned to balance the need for traffic relief and environmental protection.

Protecting the water quality of the local watershed, as well as the ocean, is an important part of the Foothill-South Project. In fact, the water quality in the area will be improved. Currently, the storm water runoff on a two mile stretch of I-5 runs untreated into the San Mateo Creek. The Foothill-South project contains plans to capture and treat that runoff, as well as all the runoff along the entire 16 mile segment through extended detention basins and other state of the art methods.

Everyone agrees the congestion on I-5 is terrible. This area is also unique in that it is even more congested on weekends than during the week. This extensive problem has made it clear that an alternate route to I-5 is needed in case of emergencies, and having one route between two major metropolitan areas does not make sense. Additionally, beach access is certainly an important issue so all can enjoy the beautiful coastline of Orange and San Diego Counties. But, the noted weekend congestion on the I-5 limits residents' ability to get to the coastal areas even though they may be only a short distance away.

The portion of the 241 Corridor which has been completed goes directly through the city I represent, Lake Forest. For many years we have been looking forward to the completion of the 241 Corridor. It would be most unfortunate to not complete the final gap closure in a long needed, thoroughly planned project which does take into account any environmental concerns as is reflected in the EIR which was analyzed over a six-year period with the Federal resource agencies as part of the team.

I respectfully request you approve the Coastal Consistency Certification.

Sincerely, CITY OF LAKE FOREST

Signature on File





www.ci.lake-forest.ca.us



# City of Mission Viejo

Office of the Mayor and City Council

Gail Reavis
Mayor
John Paul "J.P." Ledesma
Mayor Pro Tempore
Trish Kelley
Council Member
Lance R. MacLean
Council Member
Frank Ury
Council Member

RECEIVED

OCT 0 1 2007

CALIFORNIA COASTAL COMMISSION

September 25, 2007

Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: SUPPORT Foothill-South Toll Road CZMA Consistency Certification

Dear Chairman Kruer and Members of the Commission:

The completion of the 241 would provide significant benefits to Southern California. It is part of responsible planning for the thousands of residents that will move into housing developments that have already been approved. I represent the city of Mission Viejo, which will be severely impacted by coming development. If the 241 is not completed, more and more cars will use our city streets to get around congestion on I-5.

In addition to easing some of the traffic impacts in the region, the 241 could be a lifeline in case of emergencies. We currently have only one route between South Orange County and San Diego. It makes sense to have a second option, which could be used as an evacuation route in case of an emergency at San Onofre Nuclear Generating Station or a major earthquake.

The route was determined by a historic collaborative effort between at least six different agencies, the Fish and Wildlife Service, the Environmental Protection Agency, the Federal Highway Administration, Caltrans, the Marine Corps and the Army Corps of Engineers. No other route is viable. Indeed, an alternative widening of Interstate 5 in South Orange County would require bulldozing 838 homes and shuttering 382 businesses. And it would cost more than \$2 billion, none of which has been planned or budgeted by Caltrans.

Completion of the 241 was planned with extraordinary attention to water quality, native habitat protection and quality of life for those who live here. I encourage you to please approve the Transportation Corridor Agency's application for a Coastal Consistency Certification.

Sincerely, A

#### Signature on File

Commissioner Steve Blank c: Commissioner Sara Wan Commissioner Dr. William A. Burke Commissioner Steven Kram Commissioner Mary K. Shallenberger Commissioner Bonnie Neely Commissioner Mark Delaplaine Commissioner Mike Reilly Commissioner Dave Potter Commissioner Khatchik Achadiian Commissioner Larry Clark Commissioner Ben Hueso Commissioner April Vargas Commissioner Dan Secord Commissioner Deborah Schoenbaum Commissioner Adi Liberman Commissioner Sharon Wright Commissioner Steve Kinsey Commissioner Brooke Firestone Commissioner Suja Lowenthal Commissioner Lorena Gonzalez Secretary Michael Chrisman Undersecretary Karen Scarborough Undersecretary Brian Baird Director Paul Thayer Secretary Dale E. Bonner Undersecretary Majorie M. Berte **Executive Director Peter Douglas** Governor Arnold Schwarzenegger Speaker Fabian Nunez Senate President Pro Tem Don Perata Lt. Governor John Garamendi

State Controller John Chiang



October 4, 2007

Commissioner Lorena Gonzalez California Coastal Commission 45 Fremont Street, Ste. 2000 San Francisco, CA 94105-2219

Dear Commissioner Gonzalez:

I support the completion of the 241 Toll Road and am writing to urge you to approve the project's application for Coastal Consistency Certification. The road will provide a much-needed option to Interstate 5. In case of emergencies, an alternative route could be a lifeline. Having only one major route between two major metropolitan areas simply does not make sense.

Residents from all over Southern California have a right to enjoy the beautiful coastline in Orange and San Diego Counties. Completing the 241 will give more people the opportunity to visit coastal areas that may be just a few dozen miles away, but inaccessible unless they want to be caught in traffic for two hours plus.

The Transportation Corridor Agencies have a successful environmental record. The agencies have taken great care to ensure that this road will be built with sensitivity to the environment.

Please approve this important project.

Sincerely,

Signature on File

JF/vp



#### BILL CAMPBELL

SUPERVISOR, THIRD DISTRICT

ORANGE COUNTY BOARD OF SUPERVISORS
ORANGE COUNTY HALL OF ADMINISTRATION
333 W. SANTA ANA BLVD.. SANTA ANA, CALIFORNIA 92701
PHONE (714) 834-3330 FAX (714) 834-2786
biii.campbell@ocgov.com

RECEIVED
OCT 01 2007

CALIFORNIA COASTAL COMMISSION

September 25, 2007

Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

#### RE: 241 Toll Road Consistency Certification (hearing date Oct. 11, 2007) SUPPORT

Dear Chairperson Kruer and Members of the Commission:

The final segment of the 241 Toll Road is an important regional traffic relief measure. We are anticipating a 60 percent increase in traffic on the Interstate 5, the only major route between two metropolitan areas, by 2025. In the 11 miles from the San Diego County border northward, combined morning and evening peak hour gridlock will be eight hours. With the Toll Road, the projected congestion on that route will be reduced by 500 percent. The roadway will take 58,000 vehicles per day off of I-5.

The Transportation Corridor Agencies have been engaged in the environmental review process for more than 20 years to select a practical route that is sensitive to the environment. The Agencies have worked openly, and in a broad collaborative process, with state and federal environmental and transportation agencies and analyzed dozens of alignments and alternatives.

In addition to relieving traffic congestion, the completion of the 241 Toll Road has other benefits as well. It will help the state achieve critical reductions in greenhouse gas emissions. With the Toll Road completed, there will be an actual decrease of over 568,000 pounds per day of CO2 emissions. It will also provide coastal access to residents of the communities in the supervisoral district I represent, which includes Anaheim Hills, Brea, Cowan Heights, El Modena, Irvine, Lemon Heights, Olive, Orange, Orange Hills, Orange Park Acres, Tustin, North Tustin, Villa Park and Yorba Linda. This access will be more than a convenience; it could also be a lifeline in case of an emergency.

Please approve this important project.

Sincerely,

Signature on File

CC.

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Patrick Kruer, Chair

Commissioner Bonnie Neely

Commissioner Mark Delaplaine

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

Commissioner Larry Clark

Commissioner Ben Hueso

Commissioner April Vargas

Commissioner Dan Secord

Commissioner Deborah Schoenbaum

Commissioner Adi Liberman

Commissioner Sharon Wright

Commissioner Steve Kinsey

Commissioner Brooke Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Secretary Michael Chrisman

Undersecretary Karen Scarborough

Undersecretary Brian Baird

Director Paul Thayer

Secretary Dale E. Bonner

Undersecretary Majorie M. Berte

**Executive Director Peter Douglas** 

Governor Arnold Schwarzenegger

Speaker Fabian Nunez

Senate President Pro Tem Don Perata

Lt. Governor John Garamendi

State Controller John Chiang



# CITY OF RANCHO SANTA MARGARITA

September 25, 2007

RECEIVED

OCT 0 1 2007

CALIFORNIA COASTAL COMMISSION

Mayor
L. Anthony Beall

Mayor Pro Tempore
Gary Thompson

Council Members
Neil C. Blais
Jerry Holloway
James M. Thor

City Manager Steven E. Hayman Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: Foothill-South Toll Road Consistency Certification (SUPPORT)

Dear Chairman Kruer and Members of the Commission:

I am writing to urge you to support the Foothill-South Toll Road application for Consistency Certification. Orange County and San Diego have long included this roadway in their respective transportation systems. It would provide a badly needed option to Interstate 5, which is often choked with traffic and is only expected to become more clogged every year.

As a City Council Member in Rancho Santa Margarita, I often hear traffic relief is a top priority for hundreds of residents. Foothill-South has been the subject of major planning efforts for decades. Since 1996, TCA has worked with the Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (EPA), U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (ACOE) and Caltrans as part of a comprehensive federal environmental review process of project alternatives to relieve traffic in South Orange County.

The ability to move around the region is a critical element to public safety. In case of emergency, we need options besides Interstate 5. Our emergency workers need to be able to reach people. Foothill-South would help unclog a system that is a detriment to quality of life in the area. Besides bolstering public safety, the final segment of the 241 will provide a valuable alternative to Interstate 5. By 2020, traffic on the I-5 in this area is expected to increase by 60 percent.



California Coastal Commission September 25, 2007 Page 2

TCA has an exemplary environmental record and has taken care to plan this road with every consideration to environmental concerns. Please approve this important project.

Sincerely,

#### Signature on File

Cc: Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Bonnie Neely

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

Commissioner Larry Clark

Commissioner Ben Hueso

Commissioner April Vargas

Commissioner Dan Secord

Commissioner Deborah Schoenbaum

Commissioner Adi Liberman

Commissioner Sharon Wright

Commissioner Steve Kinsey

Commissioner Brooke Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Peter Douglas, Executive Director, California Coastal Commission

The Honorable Arnold Schwarzenegger, Governor, State of California

The Honorable John Garamendi, Lieutenant Governor, State of California

The Honorable John Chiang, State Controller, State of California

The Honorable Don Perata, Senate President Pro Tem

The Honorable Fabian Nunez, Speaker, California State Assembly

Mr. Michael Chrisman, Secretary of the California Resources
Agency



California Coastal Commission September 25, 2007 Page 3

Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency

Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

Mr. Paul D. Thayer, Executive Officer, California State Lands Commission



January 10, 2008

Mayor Mark Tettemer

Mayor Pro Tem Peter Herzog

Council Members Richard Dixon Kathryn McCullough Marcia Rudolph

> City Manager Robert C. Dunek

Chairman Patrick Kruer California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: State Route 241 Completion – Foothill/South

#### Dear Chairman Kruer:

On behalf of the City of Lake Forest, I strongly urge the Commission to approve the Transportation Corridor Agency's (TCA) Coastal Consistency Permit for the Foothill-South project, the final 16-mile segment of the Foothill Toll Road that would extend the State Route 241 south to the I-5 Freeway. We understand the Coastal Commission will rule on the Coastal Consistency Certification at its meeting on February 6-8.

The Lake Forest City Council has remained steadfast in its support of Foothill South, which will provide a free-flowing alternative to I-5, improve public safety, and reduce traffic on the I-5 freeway and city streets. We cannot support the alternative proposed by some project opponents, which would entail the removal of over 800 homes and 400 small businesses through the use of eminent domain. This so-called "alternative" would cost billions of dollars, with no funding source.

There is no evidence indicating the extension of the SR 241 will threaten the surf of beach areas. Rather, studies have shown that the surf and coastal processes will not be harmed. In fact, water that currently flows from I-5 is not treated before it flows into San Mateo and San Onofre Creeks. The extension of the 241 includes the addition of water treatment devices along a two-mile stretch of the I-5 freeway.

Moreover, the TCA Board of Directors recently offered \$100 million to fund improvements to the California State Parks System as part of the Foothill South project. The \$100 million includes funds to extend the lease at San Onofre State Beach Park and Trestles, which is set to expire in 14 years and will not be available for renewal at the current \$1 for 50 years rate. The funds are also proposed to construct camping facilities at state beaches and restore Coastal Sage Scrub habitat in Crystal Cove State Park.

The Foothill-South project represents a long-planned, thoroughly analyzed and environmentally balanced infrastructure solution. The federal environmental agencies involved in the extensive planning process have determined that the alternative approved by the TCA provides the greatest amount of traffic relief to I-5 and is the least environmentally damaging, practicable alternative. The portion of the toll road that would cross through Camp Pendleton is inland of the I-5 Freeway, not on the beach, and





www.ci.lake-forest.ca.us

25550 Commercentre Dr., Suite 100

Lake Forest, CA 92630

The Honorable Patrick Kruer January 10, 2008 Page 2

none of San Onofre State Park's inland or coastal campsites will be removed. Moreover, the TCA has proven its ability to balance the region's infrastructure needs with sound environmental protection and mitigation efforts, having already preserved or restored nearly 2,000 acres of sensitive native habitat during construction of the existing 51-mile toll road system.

For these reasons, the Lake Forest City Council strongly urges you to approve the Transportation Corridor Agency's (TCA) Coastal Consistency Permit at your upcoming meeting. I would be happy to discuss the Foothill-South project with you further as you deem desirable.

Sincerely,

CITY OF LAKE FOREST

#### Signature on File

c: Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Bonnie Neely

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

Commissioner Larry Clark

Commissioner Ben Hueso

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Commissioner Deborah Schoenbaum

Commissioner Adi Liberman

Commissioner Sharon Wright

Commissioner Steve Kinsey

Commissioner Brooks Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Mr. Peter M. Douglas, Executive Director, California Coastal Commission

Mr. Mark Delaplaine, California Coastal Commission

Hon. John Campbell, U.S. Congress 48<sup>th</sup> District

Hon. Arnold Schwarzenegger, Governor, State of California

Hon. John Garamendi, Lieutenant Governor, State of California

The Honorable Patrick Kruer January 10, 2008 Page 3

Hon. John Chiang, State Controller, State of California

Hon. Don Perata, Senate President Pro Tem

Hon. Fabian Nunez, Speaker, California State Assembly

Hon. Chuck DeVore

Hon, Dick Ackerman

Mr. Michael Chrisman, Secretary of the California Resources Agency

Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency

Ms. Karen Scarborough, Undersecretary of the California Resources Agency Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

Mr. Paul D. Thayer, Executive Officer, California State Lands Commission

Hon. Susan Kennedy, Chief of Staff

Hon. Dan Dunmoyer, Deputy Chief of Staff and Cabinet Secretary

Hon. Chris Kahn, Deputy Chief of Staff and Legislative Secretary

Hon. Adam Mendelsohn, Deputy Chief of Staff for Communications

Hon. David Crane, Special Adviser

Hon. Daniel Zingale, Chief of Staff to the First Lady

Hon. Cynthia Bryant, Deputy Chief of Staff

Hon. Michael Genest, Director, Department of Finance



# Office of Mayor and City Councilmembers

Phone: (949) 361-8322 Fax: (949) 361-8283

Website: http://ci.san-clemente.ca.us E-mail: CityCouncil@san-clemente.org Jim Dahl, Mayor
Joe Anderson, Mayor Pro Tem
Lori Donchak, Councilmember
G. Wayne Eggleston, Councilmember
Steve Knoblock, Councilmember

George Scarborough, City Manager

September 25, 2007

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105 RECEIVED

OCT 0 1 2007

CALIFORNIA COASTAL COMMISSION

Attention: Chairman Pat Kruer

RE: Support for completion of 241 Toll Road - Coastal Consistency Certification

Dear Commissioners:

My career with the Orange County Fire Authority has been dedicated to public safety. Now that I am an elected official, I have an obligation to build the water projects, roads and other infrastructure projects that are necessary so that when an emergency occurs, we are prepared.

Today there is one way in and out of South Orange County – the I-5 Freeway. From a public safety perspective, that is a disaster waiting to happen. If there were an earthquake or other disaster that required a mass exodus, a secondary route would be vital. Even in a non-catastrophic event, a secondary route can be critical. An accident on the I-5 can bring traffic to a halt. With no other way through, a medical emergency can turn life-threatening if the ambulance takes 40 minutes to get to the scene instead of 10.

To develop the preferred alternative route of the 241, TCA worked with the U.S. Marine Corps, the Environmental Protection Agency, the U.S. Department of Fish and Wildlife, the U.S. Army Corps of Engineers, Caltrans and the Federal Highway Administration. This road has been in the planning stages for more than a decade and has been on the Master Plan of Arterial Highways since 1981.

Some opponents of the project claim that a better traffic solution would be to just widen 1-5. But widening the 5 would cost more than \$2 billion and no one has stepped up to fund it. Also, widening the 5 would require bulldozing 800 homes and 300 businesses in my city to make way for a wider freeway. Removing those homes and businesses would have a severe impact on the community culture and still wouldn't give drivers an alternative route. This project has been planned with a great deal of collaboration and care. Please approve the application before you so we can move forward with completion.

Sincerely,

Signature on File

cc

Commissioner Steve Blank Commissioner Sara Wan Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Bonnie Neely

Commissioner Mark Delaplaine

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

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Commissioner Sharon Wrigh Commissioner Steve Kinsey

Commissioner Brooke Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Secretary Michael Chrisman

Undersecretary Karen Scarborough

Undersecretary Brian Baird

Director Paul Thayer

Secretary Dale E. Bonner

Undersecretary Majorie M. Berte

Executive Director Peter Douglas

Governor Arnold Schwarzenegger

Speaker Fabian Nunez

Senate President Pro Tem Don Perata

Lt. Governor John Garamendi

State Controller John Chiang

32400 PASEO ADELANTO SAN JUAN CAPISTRANO, CA 92675 (949) 493-1171 (949) 493-1053 FAX www.sanjuancapistrano.org



MEMBERS OF THE CITY COUNCIL

SAM ALI EVATO THOMAS W. HRIBAR MARK NIELSEN JOE SOTO DR. LONDRES USO

Office of the Marjor

September 24, 2007

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Attention: Chairman Pat Kruer

RE: Completion of 241 Toll Road – Coastal Consistency Certification

#### Dear Commissioners:

I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification. The project was planned to balance the need for traffic relief and environmental protection.

Protecting South Orange County's water quality is an important part of the Foothill-South project. Water quality in the area will be improved with installation of sand filters along a two-mile stretch of I-5 and along the entire Foothill-South project. TCA specifically analyzed potential impacts to coastal surf areas. Studies concluded there will be no effect on sediment movement and therefore no effect on surf breaks. As a lifelong surfer of this area and former member of the Surfrider Foundation, I was especially concerned that Trestles would not be affected by this project.

The road will provide a much-needed alternative to Interstate 5. In the event of emergencies, an alternative route could be a lifeline. Having one major route between two major metropolitan areas just doesn't make sense. Residents from throughout Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will provide more people the opportunity to visit these coastal areas which may be just a short distance miles away, but virtually inaccessible due to traffic congestion. Routinely, the local streets of San Juan Capistrano are severely impacted by traffic that diverts onto our streets from the I-5 because drivers believe they can avoid the freeway backup. They are only met by gridlock on the small local roadways through our town.

The Transportation Corridor Agencies have a successful environmental record. The Agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project.

Sincerely,

Signature on File

MAYOR
Miguel A. Pulido
MAYOR PRO TEM
Claudia C. Alvarez
COUNCIL MEMBERS
P. David Benavides
Carlos Bustamante
Michele Martinez
Vincent F. Sarmiento
Sal Tinajero



# CITY OF SANTA ANA

CITY MANAGER
David N. Ream
CITY ATTORNEY
Joseph W. Fletcher
CLERK OF THE COUNCIL
Patricia E. Healy

September 24, 2007

RECEIVED

OCT 01 2007

CALIFORNIA COASTAL COMMISSION

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Attention: Chairman Pat Kruer

RE: SUPPORT for Completion of 241 Toll Road - Coastal Consistency Certification

Dear Commissioners:

I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for Coastal Consistency Certification. The project was planned in an environmentally sensitive way and will provide needed traffic relief. It is supported by the Orange County Transportation Authority and is part of all long-range planning efforts for the region.

I represent the City of Santa Ana, which is badly impacted by the worsening traffic on I-5 and our local arterials. We desperately need an alternative to Interstate 5. The regional economy depends on efficient goods movement and we need to ensure that residents can traverse the area without spending hours parked in pollution-producing traffic.

The Agencies have collaborated with state and federal agencies for years to ensure that the route selected was the best possible option for easing traffic and also for the environment. The completion of the 241 Toll Road will not degrade water quality in the area. The Transportation Corridor Agencies have taken care to ensure that a sophisticated water quality program is put in place. This project has been in the planning stages for years and dozens of alternatives have been analyzed. The 58,000 vehicles a day that the completed 241 would pull off I-5 and the creation of a secondary route through Orange County would be tremendous benefits to all residents in the area.

Please approve this important regional project.

Sincerely, 🔨

Signature on File

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California Coastal Commission September 24, 2007 Page 2

CC.

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Patrick Kruer, Chair

Commissioner Bonnie Neely

Commissioner Mark Delaplaine

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

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Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Peter Douglas, Executive Director, California Coastal Commission

The Honorable Arnold Schwarzenegger, Governor, State of California

The Honorable John Garamendi, Lieutenant Governor, State of California

The Honorable John Chiang, State Controller, State of California

The Honorable Don Perata, Senate President Pro Tem

The Honorable Fabian Nunez, Speaker, California State Assembly

Mr. Michael Chrisman, Secretary of the California Resources Agency

Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency

Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

Mr. Paul D. Thayer, Executive Officer, California State Lands Commission



Office of the City Council

RECEIVED

OCTO 1 2007

OCTO 1 2007

City of Tustin

300 Centennial Way Tustin, CA 92780 www.tustinca.org (714) 573-3010 FAX (714) 838-1602

September 27, 2007

Patrick Kruer, Chair Attn: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

#### RE SUPPORT for 241 Toll Road Consistency Certification

Dear Chairman Kruer and Members of the Commission:

The Texas Transportation Institute recently issued its annual mobility report, which named the Orange County/Los Angeles region as the worst congested in the U.S. San Diego followed as the sixth worst. Southern Californians face daily commutes filled with gridlock, frustrating streetlight delays and massive wastes of time that directly affect public safety, commerce and quality of life. Traffic relief is a major issue that needs a many-pronged solution. Foothill-South is part of the answer.

The completion of the 241 Toll Road would streamline travel for thousands of drivers along Interstate 5 in Orange County and northern San Diego County. The final route for the roadway was determined by collaboration between the Federal Highway Administration, the U.S. Environmental Protection Agency, the U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers and Caltrans as part of a federal environmental review process of project alternatives to relieve traffic in South Orange County. If the Toll Road is built, there will be a significant decrease in greenhouse gas emissions because travel speeds in the area will be increased.

I represent residents of Tustin, and the ability of local residents and businesses to move around efficiently is very important to me. Goods movement is essential to healthy commerce in this area and the freedom to traverse the region easily is an important part of quality of life. Completing Foothill-South furthers both of these objectives. Moreover, completing this road will provide thousands of Californians access to our coast and a chance to enjoy our natural resources.

For all these reasons, I urge you to approve this important project.

Sincerely.

Signature on File

Lou Bone Mayor

Jerry Amante Mayor Pro Tem

Doug Davert Council Member

Tony Kawashima Council Member

Jim Palmer Council Member c: Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Bonnie Neely

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

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Commissioner Adi Liberman

Commissioner Sharon Wright

Commissioner Steve Kinsey

Commissioner Brooks Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Mr. Peter M. Douglas, Executive Director, California Coastal Commission

Mr. Mark Delaplaine, California Coastal Commission

The Honorable Arnold Schwarzenegger, Governor, State of California

The Honorable John Garamendi, Lieutenant Governor, State of California

The Honorable John Chiang, State Controller, State of California

The Honorable Don Perata, Senate President Pro Tem

The Honorable Fabian Nunez, Speaker, California State Assembly

Mr. Michael Chrisman, Secretary of the California Resources Agency

Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency

Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California

Resources Agency

Mr. Paul D. Thayer, Executive Officer, California State Lands Commission



# CITY OF YORBA LINDA

P. O. BOX 87014

CALIFORNIA 92885-8714

(714) 961-7110 FAX 993-7530 . Later Triticale and the Managerian was experienced by the Talling Tourist Control of the Control of the Control

OFFICE OF THE MAYOR

September 25, 2007

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Attention: Chairman Pat Kruer

RE: SUPPORT for Completion of 241 Toll Road - Coastal Consistency Certification

Dear Commissioners:

I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for Coastal Consistency Certification. The project will provide needed traffic relief and will complete a long-planned transportation system.

The City of Yorba Linda is about 25 miles from the coast and it is vital to our community that residents are able to reach the coast to camp or enjoy a day at the beach. With traffic on Interstates like I-5 steadily increasing, accessing the coast is becoming more and more difficult. The northern end of the 241 Toll Road lies just south of the City of Yorba Linda and many Yorba Linda residents are Toll Road users. With the roadway completed, it will offer an alternative way for those drivers, as well as residents coming from other inland communities, to reach the coast or to get to San Diego.

The Transportation Corridor Agencies have worked diligently for more than 20 years to ensure that this route is planned with sensitivity to the environment. This process has resulted in a plan for a project that will effectively balance traffic relief with environmental protection.

I respectfully ask that you request that you approve this important regional project.

Sincerely,

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-			_	_	-	-	_	_	

CC:

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Patrick Kruer, Chair

Commissioner Bonnie Neely

Commissioner Mark Delaplaine

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

Commissioner Larry Clark

Commissioner Ben Hueso

Commissioner April Vargas

Commissioner Dan Secord

Commissioner Deborah Schoenbaum

Commissioner Adi Liberman

Commissioner Sharon Wright

Commissioner Steve Kinsey

Commissioner Brooke Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Secretary Michael Chrisman

Undersecretary Karen Scarborough

Undersecretary Brian Baird

Director Paul Thayer

Secretary Dale E. Bonner

Undersecretary Majorie M. Berte

**Executive Director Peter Douglas** 

Governor Arnold Schwarzenegger

Speaker Fabian Nunez

Senate President Pro Tem Don Perata

Lt. Governor John Garamendi

State Controller John Chiang



#### PATRICIA C. BATES

SUPERVISOR, FIFTH DISTRICT

ORANGE COUNTY HALL OF ADMINISTRATION
10 CIVIC CENTER PLAZA, 5TH FLOOR
333 W. SANTA ANA BLVD., SANTA ANA, CALIFORNIA 92702-0687
PHONE (714) 834-3550 FAX (714) 834-2670
http://bos.ocgov.com/fifth/

September 26, 2007

Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: Foothill-South Toll Road Consistency Certification (SUPPORT)

Dear Chairman Kruer and Members of the Commission:

I am writing to urge you to support the Foothill-South Toll Road application for Consistency Certification. Orange County and San Diego have long included this roadway in their respective transportation systems. It would provide a badly needed option to Interstate 5, which is often choked with traffic and is only expected to become more clogged every year. By 2025, traffic on the I-5 in this area is expected to increase by 60 percent.

Foothill-South has been the subject of major planning efforts for decades. Since 1996, TCA has worked with the Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (EPA), U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (ACOE) and Caltrans as part of a comprehensive federal environmental review process of project alternatives to relieve traffic in South Orange County. The project is strongly supported by the Orange County Transportation Authority, where I sit on the Board of Directors.

The ability to move around the region is a critical element to public safety. In case of emergency, we need options besides Interstate 5. Our emergency workers need to be able to reach people and transport them to area hospital efficiently. Besides bolstering public safety, the final segment of the 241 will provide a valuable access to the beautiful coastal areas in this region. Foothill-South would complete a system of toll roads that has been operating successfully for years and contributes to the quality of life in my supervisorial district.

TCA has an exemplary environmental record and has taken care to plan this road with every consideration to environmental concerns. Please approve this important project.

Sincerely,

Signature on File

Commissioner Steve Blank Commissioner Sara Wan Page 2 September 26, 2007 California Coastal Commission

RE: Foothill-South Toll Road Consistency Certification (SUPPORT)

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Bonnie Neely Commissioner Mike Reilly Commissioner Dave Potter

Commissioner Khatchik Achadjian

Commissioner Larry Clark Commissioner Ben Hueso

Commissioner April Vargas

Commissioner Dan Secord

Commissioner Deborah Schoenbaum

Commissioner Adi Liberman Commissioner Sharon Wright Commissioner Steve Kinsey

Commissioner Brooks Firestone Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Mr. Peter M. Douglas, Executive Director, California Coastal Commission

Mr. Mark Delaplaine, California Coastal Commission

The Honorable Arnold Schwarzenegger, Governor, State of California

The Honorable John Garamendi, Lieutenant Governor, State of California

The Honorable John Chiang, State Controller, State of California

The Honorable Don Perata, Senate President Pro Tem

The Honorable Fabian Nunez, Speaker, California State Assembly

Mr. Michael Chrisman, Secretary of the California Resources Agency

Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency

Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

Mr. Paul D. Thayer, Executive Officer, California State Lands Commission



November 28, 2007

California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219 FAX: (415) 904-5400

Dear Chairman Kruer:

The Irvine Chamber of Commerce supports the completion of the 241 Toll Road and requests that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

Signature on File

Irvine Chamber of Commerce





OCT 11 2807

Office of the City Council

City of Tustin

300 Centennial Way Tustin, CA 92780 www.tustinca.org (714) 573-3010 FAX (714) 838-1602

October 2, 2007

Patrick Kruer, Chair Attn: Mr. Mark Delaplaine California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

#### RE SUPPORT for 241 Toll Road Consistency Certification

Dear Chairman Kruer and Members of the Commission:

The Texas Transportation Institute recently issued its annual mobility report, which named the Orange County/Los Angeles region as the worst congested in the U.S. San Diego followed as the sixth worst. Southern Californians face daily commutes filled with gridlock, frustrating streetlight delays and massive wastes of time that directly affect public safety, commerce and quality of life. Traffic relief is a major issue that needs a many-pronged solution. Foothill-South is part of the answer.

The completion of the 241 Toll Road would streamline travel for thousands of drivers along Interstate 5 in Orange County and northern San Diego County. The final route for the roadway was determined by collaboration between the Federal Highway Administration, the U.S. Environmental Protection Agency, the U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers and Caltrans as part of a federal environmental review process of project alternatives to relieve traffic in South Orange County. If the Toll Road is built, there will be a significant decrease in greenhouse gas emissions because travel speeds in the area will be increased.

I represent residents of Tustin, and the ability of local residents and businesses to move around efficiently is very important to me. Goods movement is essential to healthy commerce in this area and the freedom to traverse the region easily is an important part of quality of life. Completing Foothill-South furthers both of these objectives. Moreover, completing this road will provide thousands of Californians access to our coast and a chance to enjoy our natural resources.

For all these reasons, I urge you to approve this important project.

Sincerely, A

Signature on File

Lou Bone Mayor

Jerry Amante Mayor Pro Tem

Doug Davert Council Member

Tony Kawashima Council Member

Jim Palmer Council Member c: Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Bonnie Neely

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

Commissioner Larry Clark

Commissioner Ben Hueso

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Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Mr. Peter M. Douglas, Executive Director, California Coastal Commission

Mr. Mark Delaplaine, California Coastal Commission

The Honorable Arnold Schwarzenegger, Governor, State of California

The Honorable John Garamendi, Lieutenant Governor, State of California

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Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California

Resources Agency

Mr. Paul D. Thayer, Executive Officer, California State Lands Commission

# RECEIVED



# CITY OF ANAHEIM OFFICE OF THE MAYOR AND CITY COUNCIL

OCT 0 1 2007

CALIFORNIA COASTAL COMMISSION CURT PRINGLE, Mayor BOB HERNANDEZ, Mayor Pro Tem LORRI GALLOWAY, Council Member HARRY S. SIDHU, P. E., Council Member LUCILLE KRING, Council Member

September 26, 2007

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Attention: Chairman Pat Kruer

RE: Completion of 241 Toll Road – Coastal Consistency Certification

Dear Commissioners:

I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification. The project was planned to balance the need for traffic relief and environmental protection.

Protecting South Orange County's water quality is an important part of the Foothill-South project. Water quality in the area will be improved with installation of 12 extended detention basins along a two-mile stretch of I-5 and along all of the Foothill-South project. TCA specifically analyzed potential impacts to coastal surf areas. Studies concluded there will be no effect on sediment movement and therefore no effect on surf breaks.

The road will provide a much-needed alternative to Interstate 5. In the event of emergencies, an alternative route could be a lifeline. Having just one major route between two major metropolitan areas just doesn't make sense. Residents from throughout Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will provide more people the opportunity to visit these coastal areas which may be just a short distance miles away, but virtually inaccessible due to traffic congestion.

The Transportation Corridor Agencies have a successful environmental record. The Agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project.

Sincerely,

Signature on File



OCT 0 1 2007

CALLFORNIA SION COASTAL COMMISSION

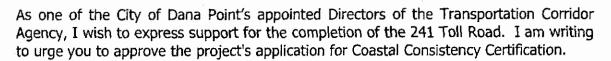
September 21, 2007

California Coastal Commission 45 Freemont Street, Ste. 2000 San Francisco, CA 94105

Re: Support 241 Tollroad Completion

Chairman Patrick Kruer:

Dear Chairman Kruer:



With only one north/south access in South Orange County (the Interstate 5) the road will provide a much-needed alternative to the "virtual parking lot" that the 5 has become during commute hours and weekends. Having just one major route between two major metropolitan areas, Orange and San Diego Counties, is impacting our quality of life on a daily basis. While we are increasingly promoting alternatives to automobile usage, and working within the region to achieve and expand on viable multimodal transport, completing the Tollroad is the pivotal component of our transportation element for future planning. Indeed, our County's AQMD assumes the road will be completed.

Protecting South Orange County's water quality and beaches is an important part of the Foothill-South project. Our city is actively involved in protecting the watersheds in our jurisdiction as well as the seven miles of coastline providing some of the most beautiful recreational beaches in California. Water quality in the area will be improved with installation of 12 extended detention basins along a two-mile stretch of I-5 and along the entire Foothill-South project. TCA specifically analyzed potential impacts to coastal surf areas. Studies concluded there will be no effect on sediment movement and therefore no effect on surf breaks. In addition, completing the 241 will give more people the opportunity to visit coastal areas that may be just a few dozen miles away, but inaccessible unless they want to be trapped in traffic for two hours or more to visit the beach.

The Transportation Corridor Agencies have a successful environmental record. The agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project.

Signature on File

Diane L. Harkey

Lisa A. Bartlett Mayor Pro Tem

Lara Anderson

Joel Bishop Steven H. Weinberg cc.

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Bonnie Neely

Commissioner Mike Reilly

Commissioner Dave Potter

Commissioner Khatchik Achadjian

Commissioner Larry Clark

Commissioner Ben Hueso

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Commissioner Sharon Wright

Commissioner Steve Kinsey

Commissioner Brooks Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Mr. Peter M. Douglas, Executive Director, California Coastal Commission

Mr. Mark Delaplaine, California Coastal Commission 🗸

The Honorable Arnold Schwarzenegger, Governor, State of California

The Honorable John Garamendi, Lieutenant Governor, State of California

The Honorable John Chiang, State Controller, State of California

The Honorable Don Perata, Senate President Pro Tem

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Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

Mr. Paul D. Thayer, Executive Officer, California State Lands Commission



# CITY OF LAGUNA HILLS

City Council

MAYOR Melody Carruth MAYOR PRO TEMPORE L. Allan Songstad, Jr. September 21, 2007

COUNCIL MEMBERS Randal Bressette Joel Lautenschleger R. Craig Scott

California Coastal Commission Attention: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: Completion of 241 Toll Road - Coastal Consistency Certification

#### Dear Commissioners:

I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification. The project was planned to balance the need for traffic relief and environmental protection.

Protecting South Orange County's water quality is an important part of the Foothill-South project. Water quality in the area will be improved with installation of 12 extended detention basins along a two-mile stretch of I-5 and along the entire Foothill-South project. TCA specifically analyzed potential impacts to coastal surfareas. Studies concluded there will be no effect on sediment movement and therefore no effect on surf breaks.

The road will provide a much-needed alternative to Interstate 5. In the event of emergencies, an alternative route could be a lifeline. Having just one major route between two major metropolitan areas just doesn't make sense. Residents from throughout Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will provide more people the opportunity to visit these coastal areas which may be just a short distance away, but virtually inaccessible due to traffic congestion.

The Transportation Corridor Agencies have a successful environmental record. The Agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project.

Sincerely,

Signature on File



### CITY OF LAGUNA HILLS

City Council

MAYOR Melody Carruth MAYOR PRO TEMPORE L. Allan Songstad, Jr. December 3, 2007

COUNCIL MEMBERS
Randal Bressette
Joel Lautenschleger
R. Craig Scott

Chairman Patrick Kruer California Coastal Commission 45 Fremont Street, Ste. 2000 San Francisco, CA 94105

SUBJECT: Completion of State Route 241 - Foothill South

Dear Chairman Kruer and Members of the Commission:

The completion of the final segment of State Route 241 – Foothill South, is a critically important regional traffic improvement for Southern California. It will provide a much needed alternative to Interstate 5 and create a secondary route between two major metropolitan areas, Orange County and San Diego County. This additional access route is essential in the event of a major disaster as was evident last October when the fires and evacuations brought the I-5 to a complete standstill for approximately 12 hours.

State Route 241 has been in the planning stages for more than ten years and has been on the Master Plan of Arterial Highways since 1981. The Transportation Corridor Agencies have a proven and successful environmental record and worked extensively with the U.S. Marine Corps, the Environmental Protection Agency, the U.S. Department of Fish and Wildlife, the U.S. Army Corps of Engineers, CalTrans, and the Federal Highway Administration in analyzing and designing the project, which balances the need for traffic relief while ensuring sensitivity to the environment.

Given all the time and analysis and public participation that have gone into the selection of the Preferred Alignment for State Route 241, it is now the time to complete this vital link in our regional mobility system. Leadership is needed to get this roadway built. As Mayor of the City of Laguna Hills, on behalf of the City Council and its residents, I urge you to actively support this important project.

Signature on File

cc: City Council Members



transportation planning - traffic engineering environmental engineering - parking studies

January 15, 2008

CALIFORNIA COASTAL COMMISION Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219 BEGEIALDANA

JAN I 5 2008

GEIVED

Subject: Completion of SR-241 (Foothill South Toll Road)

Dear Chairman Kruer:

As a business owner and resident of South Orange County, we would like to offer our support for the currently proposed extension of the SR-241 (Foothill South Toll Road from Oso Parkway to I-5 freeway south of San Clemente). This roadway extension is critical in completing the planned circulation system for Orange County and will greatly relieve traffic along the existing interstate and arterial highway system throughout South Orange County.

The SR-241 (Foothill South Toll Road) has been planned for over 25 years and will complete the critical "missing link" in the Toll Road system. Without the existing Toll Road system, the Orange County freeway system would be terribly congested and would not accommodate the transportation needs of both the residents of Orange County and those who drive through the County.

After extensive environmental review, it has been determined that the proposed route has the least impact to the environment and residents in the South Orange County area. Six environmental and transportation agencies have carefully reviewed the options and have chosen this route to optimize traffic relief without requiring acquisition of homes and businesses in the South Orange County area. This is critical since other alternatives (i.e. the 1-5 Freeway Widening Alternative) would have substantial impacts to existing residents and businesses in South Orange County.

The Transportation Corridor Agency (TCA) has offered numerous mitigation measures to ensure that the proposed route would minimize impacts to coastal resources and would meet the high standards of the State of California and Caltrans in implementing this important transportation improvement. The TCA has an excellent record of completing the needed transportation improvements to the Orange County circulation system in an environmentally sensitive manner.

CALIFORNIA COASTAL COMMISION Attn: Chairman Pat Kruer Page 7 January 15, 2008

It is time to move forward and complete the "missing link" of the SR-241 (Foothill-South Toll Road) and begin on the construction in order to help relieve traffic congestion in Orange County.

Sincerely, RK ENGINEERING GROUP, INC.

#### Signature on File

#### Attachments

xc Governor Arnold Schwarzenegger Senator Dianne Feinstein Mr. Thomas Margro, Chief Executive Officer Transportation Corridor Agency Mr. Dave Lowe, Transportation Corridor Agency, Chief Engineer



January 7, 2008

California Coastal Commission Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

#### Dear Chairman Kruer:

Traffic congestion is a significant and growing problem for communities throughout Southern California, including here in Orange. Many of our small businesses market goods and services throughout the region. Likewise, customers and clients visit Orange from throughout Southern California.

Studies have shown that a community's economic health is tied to transportation mobility. Traffic forecasts show that congestion along the I-5 freeway will increase by 60 percent over the next two decades. Without an alternative, traffic will grind to a halt through the bottleneck that is the I-5 in South Orange County.

The impact of traffic congestion is not just economic. Idling cars spew more air emissions than cars traveling the speed limit. The completion of state road 241 will also allow better coastal access for inland county residents, including those of us in Orange. The project will also include extended detention basins that will protect water quality by collecting and treating water runoff – not only on the 241 Toll Road, but also throughout a two-mile stretch of the I-5 freeway where polluted water currently runs off – untreated – into the watershed and down to the coast.

In summary, in order to protect coastal access, improve water quality, lower air emissions, as well as improve mobility throughout the region, I encourage you and your fellow Commissioners to approve the application for the completion of State Road 241.

Sincerely,

Signature on File

Public Affairs and Governmental Relations



December 4, 2007

1121 L Street, Suite 502 Sacramento, CA 95814

Phone: (916) 447-7018 Fax: (916) 447-4048 Email: cscl@pacbell.net

Jose Mejia Director

José A. Moreno Northern California Business Manager

Mike Quevedo, Jr. Southern California Business Manager

Rocco Davis Regional Manager



Sara Wan California Coastal Commission Member 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Dear Sarah:

On behalf of the California State Council of Laborers I am writing in strong support of the Highway 241 extensions.

Our members, as well as other commuters in Los Angeles/Orange County, spent an average of 93 hours per year stuck in traffic; in San Diego, it's 52 hours a year. The cost of wasted time away from home in traffic and wasted fuel in these two urban regions is more than \$12 billion a year. This growing congestion not only is extremely harmful to our environment, but it makes Southern California less competitive as a place to live, raise a family, work and do business. This toll road project will create thousands of new construction and related jobs, not to mention future jobs that will be created by improving access into San Diego.

This new roadway will go a long way to opening up this vital state corridor and solving some of the areas congestion problems. It also will provide an alternative route to I-5 in case of disasters such as the most recent devastating wildfires.

This project has been in the works since 1991. It has garnered the support of business, labor and many other California leaders because it has been an open process. Its location was specifically moved to avoid habitats of assorted toads, mice, Indian sites and wetlands. Because it is a toll road, it is user-pay and will not divert one dollar of taxpayer funds from other projects.

It is now time to move forward, rather than continue to delay and potentially endure an even larger impact to the environment and the economy. We strongly urge you support the 241 toll road project as it comes before you at the February California Coastal Commission meeting.

Please contact my office at (916) 447-7018 if you have any question.

Sincerely,

#### Signature on File

cc: Mike Quevedo, Jr. – Southern California District Council of Laborers Ray Moreno – Laborers Local 89 Armando "Mando" Esparza – Laborers Local 652



DEC - 7 2007

BOARD OF SUPERVISORS
COUNTY OF SAN LUIS OBISPO

1121 L Street, Suite 502 Sacramento, CA 95814

Phone: (916) 447-7018 Fax: (916) 447-4048 Email: cscl@pacbell.ner

Jose Mejia
Director

José A, Moreno Northern California Business Manager

Mike Quevedo, Jr. Southern California Business Manager

Rocco Davis
Regional Manager



December 4, 2007

Khatchik Achadjian South Coast Representative California Coastal Commission Member 1055 Monterey Street, Room D-430 San Luis Obispo, CA 93408

Dear Khatchik:

On behalf of the California State Council of Laborers I am writing in strong support of the Highway 241 extensions.

Our members, as well as other commuters in Los Angeles/Orange County, spent an average of 93 hours per year stuck in traffic; in San Diego, it's 52 hours a year. The cost of wasted time away from home in traffic and wasted fuel in these two urban regions is more than \$12 billion a year. This growing congestion not only is extremely harmful to our environment, but it makes Southern California less competitive as a place to live, raise a family, work and do business. This toll road project will create thousands of new construction and related jobs, not to mention future jobs that will be created by improving access into San Diego.

This new roadway will go a long way to opening up this vital state corridor and solving some of the areas congestion problems. It also will provide an alternative route to I-5 in case of disasters such as the most recent devastating wildfires.

This project has been in the works since 1991. It has garnered the support of business, labor and many other California leaders because it has been an open process. Its location was specifically moved to avoid habitats of assorted toads, mice, Indian sites and wetlands. Because it is a toll road, it is user-pay and will not divert one dollar of taxpayer funds from other projects.

It is now time to move forward, rather than continue to delay and potentially endure an even larger impact to the environment and the economy. We strongly urge you support the 241 toll road project as it comes before you at the February California Coastal Commission meeting.

Please contact my office at (916) 447-7018 if you have any question.

Sincerely,

#### Signature on File

cc: Mike Quevedo, Jr. – Southern California District Council of Laborers Ray Moreno – Laborers Local 89 Armando "Mando" Esparza – Laborers Local 652 John T. Tengdin 2859 Calle Heraldo San Clemente CA 92673-3572 phone & fax 949-361-9595 E-mail: Extengdin Anecetory RECEIVED
OCT 0 1 2007
COASTAL COMMISSION

September 29, 2007

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

#### Dear Commissioners:

There is no doubt that the residents of San Clemente and all of south Orange County need traffic relief on Interstate 5 through this area. The alternates were studied in depth by the Federal resource agencies who concluded that the least damaging (from an environmental perspective) is what they called the "Green Alignment".

Yet the naysayers continue to ignore these detailed studies. The State Parks Commission is claiming that this alignment "will destroy the San Onofre State Park". Yet that same Commission signed a long term lease with the Marine Corps (actually the Department of the Navy) that includes the provision for an easement for just such an alignment. And the design places the roadway farther away from the inland campground than the existing camping spaces south of San Onofre Nuclear Generating Plant are from I-5. Further, there will be an earthen berm between the roadway and the inland campground.

There is a claim by some that the roadway will destroy the watershed of San Mateo Creek. They ignore the detailed study done by one of the founders of the Surfrider Foundation that refutes that claim. The Federal resource agencies did not agree with the naysayers.

In a particularly outrageously selfish statement, the Surfrider Foundation claims that the bridge over I-5, connecting the proposed toll road to I-5, will be visible to the surfers and thus "impair the aesthetic surfing experience." These are the same people who, a decade ago, objected to the proposed construction of Marine Corps housing on the bluff overlooking Trestles Beach "because they might see houses while surfing"! But of course, ignoring the hugely visible twin domes of SONGS.

The only solution the objectors offer is to destroy San Clemente as it is today. They propose that I-5 be widened, claiming CalTrans already has adequate right of way to do this with minimal impact on surrounding homes and businesses. First of all, CalTrans has no funding for such a multi-billion dollar project. Even if they did have a funding source, CalTrans has repeatedly stated that there is not adequate right of way to add two lanes through this stretch. If they did acquire the right of way, it would take out over 500 homes and businesses just in San Clemente. Within the last five years, San Clemente Presbyterian Church (I am a member) completed a major renovation of its facilities – but started the project only after assurances from CalTrans they had no plans to widen I-5 beyond the existing right of way. Widening I-5 will destroy our church.

I urge you to approve the project's application for Coastal Consistency Certification. We need the traffic relief without further delay.

	Signature on File				nto the contract of the contra			
-				·	 Planning Commissioner			
					 herwise, I would be attending your meeting in San	Pedro.		



**PENCO Engineering, Inc.**Civil Engineering
Planning
Surveying

October 4, 2007

Patrick Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Re: Please join me in supporting the completion of the Orange County toll road project!!

Dear Mr. Kruer:

I support the completion of the 241 Toll Road and am writing to urge you to approve the project's application for Coastal Consistency Certification. The road will provide a much-needed alternative to Interstate 5. Having just one major route between two metropolitan areas just doesn't make sense. For example, in case of emergencies, this alternative road could serve as a life line or evacuation route. In addition, residents from all over Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will give more people the opportunity to visit coastal areas that may be just a few dozen miles away, but inaccessible unless they want to be trapped in traffic for two hours. It will also relieve pressure on the I-5 transportation bottleneck that results in terrible traffic congestion many hours of the day. This congestion currently creates a safety issue which was exemplified earlier this year by the deaths of three beautiful children whose vehicle was struck by a semi truck (as they sat idle in congested conditions at mid-day).

Together, the Transportation Corridor Agencies have a strong and successful environmental record. These agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Countless hours of planning, careful mitigation, and other required and voluntary efforts have contributed to the groundwork of this project. I urge you to join me in supporting the completion of the 241, and vote to approve the project on October 11.

Thank you for your time,

Signature on File

Penco Engineering, Inc.

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#### RECEIVED

SEP 2 4 2007

CALIFORNIA COASTAL COMMISSION

9/20/2007

To: Chairman Patrick Kruer, California Coastal Commission

From: Mike Leeches, Quality Motors

Re: Completion of the 241.

I strongly support the completion of the 241 toll road. These toll roads have dramatically improved traffic congestion and reduced driving times for people traveling in, to or from South Orange County.

The completion of this road will improve congestion on the 91, 405, 55 and 5 freeways. Another benefit would be an additional evacuation route should there ever be a catastrophe at San Onofre Nuclear Generation Station.

The southbound traffic on the 5 on Saturdays is congested with cars traveling to San Diego County. The traffic coming from Riverside would completely by pass our area, relieving that congestion, and improving drive times for the families traveling south to enjoy what San Diego has to offer.

There is only one way to vote, please vote yes on completion of the 241. Lets finish what was started.

Thank you.



PECFIVED

OCT 0 9 2007

COASTAL COMMISSION

October 3, 2007

California Coastal Commission 45 Freemont Street, Ste. 2000 San Francisco, CA 94105

RE: Support for 241 Extension

Dear Chairman Patrick Kruer:

I support the completion of the 241 Toll Road and am writing to urge you to approve the project's application for Costal Consistency Certification. The road will provide a much-needed alternative to Interstate 5.

I am a frequent commuter between Orange County and San Diego County and having just one major route between two metropolitan areas just doesn't make sense. Residents from all over Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will give more people the opportunity to visit coastal areas that may be just a few dozen miles away, but inaccessible unless they want to be trapped in traffic for two hours.

The Transportation Corridor Agencies have a successful environmental record. The agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project.

Sincerely,

HOWARD JARVIS, Founder (1903-1986) JON COUPAL, President TREVOR GRIMM, General Counsel TIMOTHY BITTLE, Director of Legal Affairs



#### SACRAMENTO OFFICE:

921 11th Sreet, Suite 1201 Sacramento, CA 95814 (916) 444-9950, Fax: (916) 444-9823 www.hjta.org

# HOWARD JARVIS TAXPAYERS ASSOCIATION

October 1, 2007

Mr. Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont St, Suite 2000 San Francisco, CA 94105

Dear Mr. Kruer,

This is a letter requesting that the California Coastal Commission (CCC) grant Orange County's request for a consistency certification, bringing them closer to finishing a crucial sixteen mile segment of toll road.

HJTA has long been an advocate of the Orange County toll road system. In this past legislative session, the organization strongly opposed AB 1457 (Huffman) on the grounds that it would block all construction requested by the Transportation Corridor Agency (TCA) on the toll road.

We strongly believe that AB 1457 assumes unprecedented control over the location of needed infrastructure. Moreover, this invasion of local control is also unnecessary because the California Environmental Quality Act already provides an adequate process to address environmental concerns. The TCA has bent over backward to provide water quality programs and other environmental mitigation efforts to reduce the impact of losing two tenths of one acre of wetland. Meanwhile, idle cars sitting on Interstate 5 are spewing pounds of pollution in the air while they wait for this needed road. Denial of this certification will only result in more congestion and lost economic potential for California. We would urge the CCC to approve this request.

Sincerely.

1001 West 17th Street • Suite C

Costa Mesa • CA 92627 toll-free: 886-GFT-1101 • tel. 949-646-4770

fax. 949-646-4702

www.greenflashtech.com

#### From the Desk of David Bunch

To:

Mr. Patrick Kruer

Sept. 21, 2007

California Coastal Commission

Fax: 415-904-5400

45 Freemont Street, Ste. 2000

San Francisco CA 94105

Subject:

Completion of the 241 Toll Road

Dear Mr. Kruer,

I am in full support of the completion of the 241 Toll Road. I use the Toll Roads in So. Cal. on a regular basis. The extending of the final portion will make traveling to San Diego much easier with some options when the Spectrum area is at a stand still.

The final extension also creates a faster response for forest fire fighting equipment and other emergency situations. It gives people living north of the 405 Freeway, a much faster access to the beach cities further south.

Speaking from a company stand point, we travel the entire southern California area for the distribution and testing of our products. The 241 extension will save us time and gas and a much more direct route.

Thank you for your understanding of the situation.

Cordially yours.





Newport National Corporation

## RECEIVED

SEP 2 4 2007

CALIFORNIA COASTAL COMMISSION

September 24, 2007

\*\*\*Via Fax and Mail\*\*\*

Chairman Patrick Kruer California Coastal Commission 45 Freemont Street, Ste. 2000 San Francisco, CA 94105 FAX: (415) 904-5400

Re: 241 Toll Road Completion

Chairman Patrick Kruer:

I support the completion of the 241 Toli Road and am writing to urge you to approve the project's application for Coastal Consistency Certification. The road will provide a much-needed alternative to Interstate 5. In case of emergencies, an alternative could be a life line. Having just one major route between two major metropolitan areas just doesn't make sense. Residents from all over Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will give more people the opportunity to visit coastal areas that may be just a few dozen miles away, but inaccessible unless they want to be trapped in traffic for two hours.

The Transportation Corridor Agencies have a successful environmental record. The agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project.

Sincerely, Newport National Comoration

	Signature on File											
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<b>S</b>						_						

September 24, 2007

Chairman Patrick Kruer California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: Support for completion of the 241 Toll Road

Dear Chairman Kruer:

We are writing to express Saddleback Memorial Medical Center's support for the completion of the 241 Toll Road and to urge you to approve the Transportation Corridor Agency's Coastal Consistency Permit.

Saddleback Memorial is a not-for-profit, 325 bed hospital operated by Memorial Health Services. We are the only medical center in South Orange County with a campus in San Clemente. Annually, Saddleback Memorial handles 487,365 outpatient visits, and 49,956 emergency room visits.

The completion of State Route 241 will provide a vital highway link, giving patients greater access to healthcare services, particularly for the growing communities to the east of our hospital. The I-5 Freeway is the only highway through South Orange County. Completing the 241 will give patients, their families, doctors, and other hospital workers an alternative way to access the hospital. Building an alternate route is crucially important and can mean the difference between, quite literally, suffering in traffic and getting the quality care that patients need quickly.

We hope that as you consider the future of this project, you will also heavily weigh the impact of preventing access to healthcare services and the increased risk to public safety if the 241 is not built.

We wholeheartedly support the completion of the 241 Toll Road. It is critical to the well-being and health of all South Orange County residents.

Sincerely,

Signature on File

rus



October 19, 2007

Chairman Patrick Kruer California Coastal Commission 45 Freemont Street, Ste. 2000 San Francisco, CA 94105

Re: Completion of the Orange County 241 Toll Road

Dear Chairman Kruer:

The Consulting Engineers and Land Surveyors of California (CELSOC), representing 1,200 engineering and land surveying firms who are involved in all aspects of the design, construction and repair of California's infrastructure facilities, respectfully ask you to support the completion of the Orange County 241 Toll Road and approve the project's application for Coastal Consistency Certification.

The 241 Toll Road will provide a much-needed alternative to Interstate 5. Currently, two major metropolitan areas are connected by one heavily trafficked, severely congested highway. An additional route could serve multiple purposes, relieving pressure on the I-5 transportation bottleneck that results in terrible traffic congestion many hours of the day, easing the flow of goods and commerce, and in case of emergencies, could serve as a life line or evacuation route. In addition, residents from all over Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will give more people the opportunity to visit coastal areas that may be just a few dozen miles away, but inaccessible unless they want to be trapped in traffic for many hours.

The Transportation Corridor Agencies have a strong and successful environmental record. These agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Countless hours of planning, careful mitigation, and other required and voluntary efforts have contributed to the groundwork of this project.

CELSOC is a 50-year-old, nonprofit association of private consulting engineering and land surveying firms. As a statewide organization, we are dedicated to protecting the general public and promoting use of the private sector in the growth and development of our state. The completion of the 241 Toll Road is an important element of our infrastructure planning in California and we sincerely urge your support for the completion of this essential project.

Sincerely,

Signature on File

Robert Salaber President

William L. Green President-Elect

Thomas W. Blackburn Vice President

> Jerry Michael Secretary-Treasurer

Richard L. Pool Immediate Past President

Jane Rozga ACEC National Director

> Paul J. Meyer Executive Director

1303 J Street, Suite 450 Sacramento, CA 95814 Phone: 916-441-7991 Fax: 916-441-6312 email: staff@celsoc.org www.celsoc.org





#### Orange Chamber of Commerce & Visitor Bureau

439 E. Chapman Avenue • Orange, CA 92866 (714) 538-3581 • Fax (714) 532-1675 • www.orangechamber.com

December 26, 2007

California Coastal Commission
Attn: Chairman Pat Kruer

45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

FAX: (415) 904-5400

#### Dear Chairman Kruer:

Traffic congestion is a significant and growing problem for communities throughout Southern California, including here in Orange. Many of our small businesses market goods and services throughout the region. Likewise, customers and clients visit Orange from throughout Southern California.

Studies have shown that a community's economic health is tied to transportation mobility. Traffic forecasts show that congestion along the I-5 freeway will increase by 60 percent over the next two decades. Without an alternative, traffic will grind to a halt through the bottleneck that is the I-5 in South Orange County.

The impact of traffic congestion is not just economic. Idling cars spew more air emissions than cars traveling the speed limit. The completion of state road 241 will also allow better coastal access for inland county residents, including those of us in Orange. The project will also include extended detention basins that will protect water quality by collecting and treating water runoff—not only on the 241 Toll Road, but also throughout a two-mile stretch of the I-5 freeway where polluted water currently runs off—untreated—into the watershed and down to the coast.

In summary, in order to protect coastal access, improve water quality, lower air emissions, as well as improve mobility throughout the region, I encourage you and your fellow Commissioners to approve the application for the completion of State Road 241.

#### Signature on File

Orange Chamber of Commerce and Visitor Bureau 439 E. Chapman Ave, Orange CA 92688

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  - Influencing Political Action

# PayRunner Payroll, Inc.

644 N. Poplar St., Suite B Orange, CA 92868

*yroll, Inc.* (714)453-0890 Fax (714)453-0897

December 26, 2007

California Coastal Commission Attn: Chairman Pat Kruer

45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

FAX: (415) 904-5400

#### Dear Chairman Kruer:

Traffic congestion is a significant and growing problem for communities throughout Southern California, including here in Orange. Many of our small businesses market goods and services throughout the region. Likewise, customers and clients visit Orange from throughout Southern California.

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The impact of traffic congestion is not just economic. Idling cars spew more air emissions than cars traveling the speed limit. The completion of state road 241 will also allow better coastal access for inland county residents, including those of us in Orange. The project will also include extended detention basins that will protect water quality by collecting and treating water runoff – not only on the 241 Toll Road, but also throughout a two-mile stretch of the I-5 freeway where polluted water currently runs off – untreated – into the watershed and down to the coast.

In summary, in order to protect coastal access, improve water quality, lower air emissions, as well as improve mobility throughout the region, I encourage you and your fellow Commissioners to approve the application for the completion of State Road 241.

Sincerely.

Signature on File

Orange, CA 92868



616 East Chapman Avenue Orange, CA 92866 Office (714) 633-3600 · Fax (714) 633-5500 www.riccirealty.com

December 27, 2007

California Coastal Commission Attn: Chairman Pat Kruer

45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

FAX: (415) 904-5400

#### Dear Chairman Kruer:

Traffic congestion is a significant and growing problem for communities throughout Southern California, including here in Orange. Many of our small businesses market goods and services throughout the region. Likewise, customers and clients visit Orange from throughout Southern California.

Studies have shown that a community's economic health is tied to transportation mobility. Traffic forecasts show that congestion along the I-5 freeway will increase by 60 percent over the next two decades. Without an alternative, traffic will grind to a halt through the bottleneck that is the I-5 in South Orange County.

The impact of traffic congestion is not just economic. Idling cars spew more air emissions than cars traveling the speed limit. The completion of state road 241 will also allow better coastal access for inland county residents, including those of us in Orange. The project will also include extended detention basins that will protect water quality by collecting and treating water runoff – not only on the 241 Toll Road, but also throughout a two-mile stretch of the I-5 freeway where polluted water currently runs off – untreated – into the watershed and down to the coast.

In summary, in order to protect coastal access, improve water quality, lower air emissions, as well as improve mobility throughout the region, I encourage you and your fellow Commissioners to approve the application for the completion of State Road 241.

Signature on File

616 East Chapman Avenue Orange, CA 92866







#### LABORERS' INTERNATIONAL UNION OF NORTH AMERICA

#### PACIFIC SOUTHWEST REGIONAL OFFICE

11135 Trade Center Drive, Suite 100 • Rancho Cordova, CA 95670 Phone: (916) 446-3622 • Fax: (916) 446-6655

December 13, 2007

Steve Blank
California Coastal Commission Member
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Mr. Blank:

On behalf of the 70,000 proud men and women who call themselves Laborers we write in strong support of the Highway 241 extensions.

Our members, as well as other commuters in Los Angeles/Orange County, spent an average of 93 hours per year stuck in traffic; in San Diego, it's 52 hours a year. The cost of wasted time away from home in traffic and wasted fuel in these two urban regions is more than \$12 billion a year. This growing congestion not only is extremely harmful to our environment, but it makes Southern California less competitive as a place to live, raise a family, work and do business. This toll road project will create thousands of new construction and related jobs, not to mention future jobs that will be created by improving access into San Diego.

This new roadway will go a long way to opening up this vital state corridor and solving some of the areas congestion problems. It also will provide an alternative route to I-5 in case of disasters such as the most recent devastating wildfires.

This project has been in the works since 1991. It has garnered the support of business, labor and many other California leaders because it has been an open process. Its location was specifically moved to avoid habitats of assorted toads, mice, Indian sites and wetlands. Because it is a toll road, it is user-pay and will not divert one dollar of taxpayer funds from other projects.

It is now time to move forward, rather than continue to delay and potentially endure an even larger impact to the environment and the economy. We strongly urge you support the 241 toll road project as it comes before you at the February California Coastal Commission meeting.

Please contact my office at (916) 446-3622 if you have any question.

Signature on File

Special Assistant to the General President Vice President at Large and Pacific Southwest Regional Manager

cc: Mike Quevedo, Jr., SCDCL Business Manager, LIUNA Vice President District 9 Ray Moreno, Business Manager Laborers' Local 89 Armando Esparza, Business Manager Laborers' Local 652

TERENCE M. O'SULLIVAN General President

ARMAND E. SABITONI General Secretary-Treasurer

Vice Presidents:

VERE O. HAYNES

MIKE QUEVEDO, JR.

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EDWARD M. SMITH Assistant to the General President

JAMES C. HALE

JOSEPH S. MANCINELLI

ROCCO DAVIS Special Assistant to the General President

VINCENT R. MASINO

DENNIS L. MARTIRE

MANO FREY

ROBERT E. RICHARDSON

JOSE A. MORENO

JOHN F. HEGARTY

MICHAEL S. BEARSE General Counsel

HEADQUARTERS: 905 16th Street, NW Washington, DC 20006-1765 (202) 737-8320 Fax: (202) 737-2754

FEEL THE POWER



#### ORANGE COUNTY FIRE AUTHORITY

P. O. Box 57115, Irvine, CA 92619-7115 • 1 Fire Authority Road, Irvine, CA 92602

Chip Prather, Fire Chief

(714) 573-6000

www.ocfa.org

RECESTED

NOV 0 2 2007

CALIFORNIA COASTAL COMMISSION

October 25, 2007

California Coastal Commission 45 Fremont Street Suite 2000 San Francisco, CA 94105-2219

Subject: Support for completion of 241 Toll Road - Coastal Consistency

Certification

#### Dear Honorable Commissioners:

On behalf of the Orange County Fire Authority, I wish to inform you of our support for the proposed extension of Highway 241 Foothill-South. This corridor has allowed us to dispatch vehicles and personnel quickly and safely to emergency incidents. In the case of recent wildfires this highway has provided for rapid response and containment, preventing the loss of homes and lives. In an emergency, minutes can mean lives and primary highway routes like the proposed Foothill-South Toll Road extension are essential to providing timely emergency service.

The recently approved projects of approximately 14,000 homes in Rancho Mission Viejo, the area east of San Juan Capistrano and north of San Clemente will place additional demands for public safety resources. Connecting Highway 241 to Interstate 5 will expedite our ability to service these communities with emergency apparatus from the north and south. Additionally, in the event of an incident at the San Onofre Nuclear Generating Station requiring evacuation of the surrounding areas, this connection greatly enhances our ability to respond in as residents are evacuating out of the area.

Therefore, I request that you consider the importance of the planning process that has gone into this project and support the extension of Highway 241 Foothill-South. If you would like any further information please feel free to contact my office at (714) 573-6010.

Sincerely.

Signature	on	File
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Fire Chief



October 30, 2007

Mr. Patrick Kruer, Chair ATTN: Mr. Mark Delaplaine California Coastal Commission 45 Fremont St, Suite 2000 San Francisco, CA 94105

Dear Mr. Kruer,

CalChamber, representing more than 16,000 diverse members, respectfully asks you to support the completion of the Orange County 241 Toll Road and approve the project's application for Coastal Consistency Certification.

CalChamber's diverse members range from companies like Mondavi Winery and the Walt Disney Corporation, to local companies with a handful of employees. In fact, CalChamber members employ one-fourth of the private sector workforce in California. The completion of Orange County's Toll Roads is important to our members.

The completion of the 241 Toll Road would save our members, and all Californians, more than \$182 million a year from the travel time saved as a result of reduced traffic congestion during just the daily peak periods; save over 2 million gallons of gasoline per year as a result of improved fuel efficiency; and save California the estimated \$2.4 billion it would cost taxpayers and the state to widen Interstate 5.

California critically needs the 241 Toll Road as an alternative to I-5 to assist the flow of goods and commerce, serve as an emergency evacuation route, and provide access to the coastline for all Californians.

To add to the merits of our cause, the Transportation Corridor Agencies have a strong and successful environmental record. Countless hours have been taken by these agencies to ensure that this road will be built with sensitivity to the environment.

For more than 100 years, the CalChamber has worked to make California a better place – help us by joining our efforts to approve the project's application for Coastal Consistency Certification. Thank you.

Signature on File

California Chamber of Commerce

The Honorable Chairman Patrick Kreur and Commissioners California Coastal Commission 45 Freemont St. Ste 2000 San Francisco CA 94105

Dear Mr. Chairman and Commissioners:

I am a resident of Laguna Niguel, Orange County. I have been following up the Toll Road agencies' activities concerning all the toll roads, and most specifically the additional 16-miles planned Foothill South, which has been (unfortunately) delayed.

To establish credibility with you and other commissioners, I would like to introduce myself: I have been working as a Civil & Structural Engineer, Project Manager, Principal/Chief Engineer, for several firms for the past 45 years, most of them have been specialized in Transportation projects. I have been personally responsible for successful completion of many projects, relieving traffic, enhancing economic viability, saving lives and properties...

#### Additionally, I am a:

- VOLUNTEER for the "Governors' Office of Emergency Services", on Safety Assessment;
- Chairman of Readiness Program with "Society of American Military Engineers" (SAME), Orange County Post, and a Board member;
- Certified with FEMA's "Incident Command System": IS-100, IS-200 & IS-700 (National Incident Management System)
- Certified Nuclear Fallout Shelter Analyst--US-Dept. of Defense (1970)-cold war eral
- Board Member of "Consulting Engineers and Land Surveyors of California" (CELSOC), Orange County Chapter
- Fellow, American Society of Civil Engineers (life Member)
- Transportation Committee member of American Council of
  Engineering Companies (ACEC); recently, advising House Transportation
  Committee (Chairman, James Oberstar's office), concerning Chairman's Bridge
  Initiative and his proposed legislation—to provide him answers to his bridge
  inspection policy questions, and discussions on the enhancement of the National
  Highway Institute (NHI) inspection training programs

Having been somewhat trained in "emergencies," I can very much appreciate the absolute need for additional roads/ACCESS for the people to move out quickly during any man-made or natural DISASTER.

I believe there have not been ADEQUATE awareness programs, to alert the opponents of the Foothill South Toll Road, concerning the IMPORTANCE of this additional 16-miles extension that would enhance their safety, security and economic viability, in addition to creating easier access for people to the our beautiful coastal areas.

Considering safety alone, I believe during a major earthquake, including a Tidal Wave (Tsunami), mostly, impacting our Beach Cities, our people would need alternative roads to move out of the areas, as quickly as possible.

If we focus on the possibility of the loss of lives, properties and economic disadvantages as a result of NOT HAVING an ALTERNATIVE ROUTE, as pointed out above, one may ask: What would be the "opportunity cost" of NOT HAVING the Foothill South in place, and/or delaying its construction?

During DISASTERS, we would all be concerned on our inability on HOW fast we could help our loved ones—getting them out to a safe and secure area—to help our elderly/helpless parents, children, and those who would need immediate hospitalization, and/or other assistance—simply get them out of DANGER. We would witness that I-5 would be terribly congested, or at least partially in-operational. Once we come to a conclusion that an alternative "egress" is absolutely needed, THEN it might be somewhat late—the damages have already been done, due to lack of alternative access. Would we be forced to implement the project THEN? You see, this deliberate schedule delay would increase project cost, as time is money; including having suffered the economic losses, in addition to possible safety and security concerns?

I trust the Commissioners will make the RIGHT decision, not to compromise human lives, let alone other concerns as indicated above. Let us ask ourselves: What is the value of ONE LIFE?

I thank you in advance for expediting the permit processes, and I want you to know that I do respect your ultimate decision.

Sincerely Yours,

Signature on File

IBA, MSCE le #: (949)279-6379 November 7, 2007

Chairman Patrick Krurer California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

#### Re: Support for completion of State Road 241

Dear Chairman Krurer and Coastal Commissioners:

I am writing to express my strong support for the completion of State Road 241 so that it connects to I-5 Freeway. Today, the I-5 is the only major roadway through this area of South Orange County. As was evident by the freeway closure on the I-5 in Santa Clarita, alternative roadways and escape routes are needed.

Widening the I-5 is not the answer. It will require the demolition of more than 1,200 homes and businesses and cost more than \$2 billion in taxpayer dollars that the state does not have. As the Los Angeles Times reported in their October 15, 2007 article titled "Study by foes of toll road is flawed," a cursory review of this project by a four-person transportation firm out of Vermont cannot replace 20 years and \$20 million of analysis conducted by the Transportation Corridor Agencies (TCA) in conjunction with Caltrans and the U.S. Federal Highway Administration.

Unfortunately, Coastal Commission staff put more credibility into this \$100,000 report by a couple of out-of-state engineers that aren't even certified in California than a comprehensive analysis by a combined effort of local, state and federal transportation agencies. Caltrans safety requirements should be brought into consideration prior to rendering your decision. It is clearly apparent that your staff is willing to use any reasoning – no matter how flawed – in order to support the conclusions they obviously reached prior to reviewing the facts.

Science and evidence shows that the water quality and wave formation at Trestles will be unaffected by this roadway connection with the I-5 a half-mile away. Yet again, your staff sides with speculation and conjecture when dreaming up the possibility of coastal impacts with no scientific basis for those conclusions.

Access to the coast is one of the missions of the Coastal Commission and this roadway will clearly provide better access for more Californians – especially those who live inland and don't get much chance to enjoy the recreation opportunities our public beaches provide.

Clearly there are economic benefits of building this infrastructure enhancement project as well. Customers and employees alike use the road to reduce their "windshield time." And even those who don't choose to use the road will notice the reduced congestion on the freeway form those who do.

From an environmental standpoint, the road will also reduce greenhouse gas emissions by relieving traffic and reducing the number of vehicles idling in gridlock. The road was carefully designed to avoid the habitat of the Pacific pocket mouse and to reduce wetland impacts. These issued were either dismissed or mocked by the Coastal Commission staff report.

At the end of the day, the choice comes down to bulldozing more than 1,000 homes and businesses to widen the I-5 to Caltrans' safety standards, or having the 241 extension run next to the 161 leased campsites located east of the I-5 freeway in a State Park leasehold that expires in 14 years.

Please vote to protect these homes and increase access to the beach for all. Please vote to approve the completion for State Road 241.

Sincerely

Signature on File

25431 Trabuco Road, Suite 3 Lake Forest, CA 92630 949-457-0322 Date: November 29, 2007

Chairman Patrick Krurer California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

#### Re: Support for completion of State Road 241

Dear Chairman Krurer and Coastal Commissioners:

I am writing to express my strong support for the completion of State Road 241 so that it connects to I-5 Freeway. Today, the I-5 is the only major roadway through this area of South Orange County. As was evident by the freeway closured on the I-5 in Santa Clarita, alternative roadways and escape routes are needed.

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At the end of the day, the choice comes down to bulldozing more than 1,000 homes and businesses to widen the I-5 to Caltrans' safety standards, or having the 241 extension run next to the 161 leased campsites located east of the I-5 freeway in a State Park leasehold that expires in 14 years.

Please vote to protect these homes and increase access to the beach for all. Please vote to approve the completion for State Road 241.

Signature on File

Resident of Aliso Viejo, CA

November 27, 2007

Chairman Patrick Kruer California Coastal Commission 45 Fremont Street, Ste. 2000 San Francisco, CA 94105

#### Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of thee agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

Signature on File

Drange, Ce 92867

Chairman Patrick Kruer California Coastal Commission 45 Freemont Street, Ste. 2000 San Francisco, CA 94105

#### Dear Chairman Patrick Kruer:

I am writing to urge you to approve the 241 Toll Road project's application for Coastal Consistency Certification. I, along with the mass majority of Orange County residents, support the completion of this vital road. Without the completion of the 241 toll road we will be left with a major void in our transportation system. The 241 toll road completion will provide a much-needed alternative to the congested Interstate 5.

Currently, in an emergency, we have only one option for moving through southern Orange County. Having the 241 Toll Road completed will provide an alternative to the I-5 which could be a life line in the event of a major terror or natural disaster. Having just one major route between two major metropolitan areas just doesn't make sense.

Residents from all over Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will give more people the opportunity to visit coastal areas that may be just a few dozen miles away, but inaccessible unless they want to be trapped in traffic for two hours.

The Transportation Corridor Agencies have a successful environmental record. This road has been studied long and hard over 20 plus years. The agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project and give Orange County their right to mobility.

Thank you for your consideration. I trust you will take this decision seriously and keep in mind the will of the majority of Orange County residents. Let the Transportation Corridor Agencies complete this critical road by approving the project's application for Coastal Consistency Certification.

Sincerely,

Signature	on	File
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#### Greg Tonkovich

1021 Didrikson Way, Laguna Beach, CA 92651 (949) 715-3628

September 24, 2007

Chairman Patrick Kruer California Coastal Commission 45 Freemont Street, Suite 2000 San Francisco, CA 94105

Subject:

SUPPORT FOR THE COMPLETION OF STATE ROUTE 241

Dear Mr. Kruer,

I support the completion of the 241 Toll Road and I am writing to urge you to approve the project's application for Coastal Consistency Certification. I live in Laguna Beach and I have noticed that when Interstate 5 gets severely backed up, vehicles seeking an alternative route end up on the already overcrowded Coast Highway in Laguna Beach, which usually turns Coast Highway into a parking lot. State Route 241 will provide a much needed alternative route through south Orange County as the only existing alternatives to Interstate 5 are city streets, which cannot handle the freeway traffic when the freeway gets blocked.

Also, all residents in Southern California should have the right to use and enjoy the Public South Orange County and Northern San Diego Beaches. These public beaches are one of Southern California's most unique resources and the majority of people should not be denied access, through not building roads to this area, in order protect those with the financial means that can afford to live near the coast so that they may have slightly less crowded beaches.

The Transportation Corridor Agencies have a successful environmental record with the development of past toll roads. The agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project.

Sincerely,

Signature on File

<del>(</del>\*\*

Callfornia Coastal Commission 45 Freemont Street, Ste. 2000 San Francisco, CA 94105 Attn: Patrick Kruer, Chairman

RE. 241 Tol Road

I support the completion of the 241 Toll Road and am writing to urge you to approve the project's application for Coastal Consistency Certification. The road will provide a much-needed alternative to Interstate 5. In case of emergencies, an alternative could be a life line. Having just one major route between two major metropolitan areas just doesn't make sense. Residents from all over Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will give more people the opportunity to visit coastal areas that may be just a few dozen miles away, but inaccessible unless they want to be trapped in traffic for two hours.

The Transportation Corridor Agencies have a successful environmental record. The agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project.

Sincerely,

RECEIVED
OCT 01 2007

CALIFORNIA COASTAL COMMISSION

California Coastal Commission 45 Freemont Street, Ste. 2000 San Francisco, CA 94105 September 27, 2007

Re: Orange County Toll Roads (Foothill Transportation Corridor - South)

Dear Coastal Commission Members.

I am a resident of Huntington Beach and employed in the Civil Engineering profession for 40 years.

I support the completion of the Orange County Toll Roads by completing the construction of the Foothill Transportation Corridor – South. My family travels frequently from Huntington Beach to San Diego and we are finding the trip to be more congested each time we travel I-5. I also travel frequently between my Santa Ana and San Diego offices. The completion of the Toll Road will improve the San Diego trip. In 2030, 50,000 Average Daily Trips are expected on the Toll Road. These trips will be on I-5 if the Toll Road is not completed requiring significant improvement to I-5.

The segment of the Toll Road remaining to be constructed is the connection between Orange County and San Diego County or the southern terminus. The plan is to construct about 65 miles of Toll Road and about 15 miles of the Foothill Transportation Corridor – South remain to be constructed. If the southern connection is not constructed this will seriously impact the viability and performance of the entire Toll Road system.

Environmentally every device or means to reduce or eliminate impacts will be utilized. Some of the "Best Management Practices" that will be employed on the site are biological swales, extended detention basins and sand filters.

Any disturbances to the environment will be eliminated or minimized during and after the construction of the last segment of the Toll Road. The segment is badly needed to maintain mobility. You are strongly urged to vote for the completion of the Toll Road.

Sincerely,

#### John E. Hammack 2610 Calle Onice San Clemente, CA 92673

DUT 0 9 2007

September 25, 2007

California Coastal Commission 45 Freemont Street, Ste. 2000 San Francisco, CA 94105

Chairman Patrick Kruer:

I live in San Clemente and I support the completion of the 241 Toll Road. I am writing to urge you to approve the project's application for Coastal Consistency Certification.

The road will provide a much-needed alternative to Interstate 5 and the frequent congestion which would be relieved by extending the 241. Having just one major route between two major metropolitan areas just doesn't make sense. The downsides of being without the 241 extension are just too great.

The Transportation Corridor Agencies have a successful environmental record. The agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project.

Signature on File

John E. Hammack

From the Office Of James G. Gotses

RECEIVED

SEP 2 4 2007

CALIFORNIA COASTAL COMMISSION

September 20, 2007

California Coastal Commission 45 Freemont Street, Suite 2000 San Francisco, CA 94105

RE: COMPLETION OF THE 241 TOLL ROAD ORANGE COUNTY, CA

Ladies and Gentlemen of the Commission:

There has already been too much discussion about the relative merits of the completion of this road. Let's find a mutually satisfactory solution to completing this project that meets everyone's needs. The road is necessary to ensure that we do not have gridlock on our essential highways.

As a resident of Southern Orange County for over 30 years, we have watched while the number of residents in this area has grown exponentially. This has created an untenable condition. We now have overburdened highways where we cannot travel freely.

We currently only have one access point to get to and out of this area. This roadway will assist many inland residents to avoid the gore point in the San Juan Capistrano area. Hopefully you will approve this project soon.

Signature on File

24756 Perseus Court Mission Viejo, CA 92691 John Carretti 333 Calle Felicidad San Clemente, CA 92672 October 3, 2007

Mr. Patrick Kruer Chairman California Coastal Commission 45 Freemont Street Suite 2000 San Clemente, CA, 94105

#### Dear Mr. Kruer:

As a resident of San Clemente, I am writing to communicate to you my support of the Foot-Hill South Toll Road completion, connecting the I-5 to the existing 241 in South County Orange County, as proposed.

There are many arguments for and against, too numerous to mention in this communication to you. You and your commission, ultimately, have to consider the many issues and recommend appropriate action. My support of the construction of this final segment of the 241 Toll road, after having considered the many issues and factors, centers around the fact that this is the last leg of a project that has taken many years, significant staff action and teambuilding, complimentary due-diligence, and will provide a coherent and complete regional project. Completion of this project will provide necessary traffic relief, support several environmental tenets, and move us, collectively, forward. Growth is upon us, but it is not yet to full fruition. A completed regional transportation project of this magnitude, allows us to address the negative effects of growth most effectively.

The approval of this project should not center around which special-interest group can muster the loudest and most visible presence and rancor. Rather, I would ask that this project be given appropriate time for study, discussion, and reflection as individuals and as a commission team. To that end, may you exude patience, wisdom, and vision in your deliberations. While I am communicating my support for the Foot-Hill South Toll Road, I would also ask that this decision be made in a timely manner to ensure that regional planning may proceed, and that all may have an understanding of the transportation system assumptions on which to base successive plans within communities.

Sincerely,

#### PAUL R. AMORT 18161 Joshua Lane Santa Ana, California 92705 (714) 832-0164 FAX (714) 832-1074 pamort @ca.rr.com

Patrick Kruer California Coastal Commission 45 Fremont Street Suite 2000 San Francisco CA. 94105

Dear Mr. Kruer,

Please allow the completion of the 241 Toll Road. I have followed all the design changes that have been done in relation to water run off, the pocket mouse and other concerns. It is time to get construction going.

We are in our 70's and we hope some day to use the 241 in the way it was planned years ago. It is hard for us to understand the delays. I think the "human race" is the "most important species" on the earth. I am learning from the delays that I must be wrong.

On October 11, 2007 Please, let's get on with the construction.

California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Fax: 415.904.5400

#### Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Signature on File

Martin Sanchez Irvine, Ca 92612

California Coastal Commission

Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Fax: 415.904.5400

#### Dear Chairman Kruer:

I am a frequent driver of and around South Orange County. I would like to voice my support for the need of Foothill-South-the final segment of SR241.

I have read through the literature and reports and have come to the conclusion that this road will not adversely affect the coast at Trestles. I love Trestles beach and accompany my brother there frequently to surf, bodyboard and enjoy the scenery. I understand the concern and thank the Coastal Commission for taking time to look at this project with care and concern

I have found in my research that the TCA (Transportation Corridor Agency) has studied the area extensively, spending millions of dollars to find the most environmentally sensitive route possible.

Orange County is a great place to live, except for the traffic. Once Foothill-South is completed, it won't take as long to get to Trestles and that means more time at the beach and less time sitting on the 5 freeway.

Please grant TCA the Coastal Commission Permit.

Signature on File

Juleight. Burker Mission Viejo, Ca. Phyllis Nitti 1250 6<sup>th</sup> Street, Suite 205 Santa Monica, CA 90401

California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Fax: 415.904.5400



#### Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

California Coastal Commission Attn: Chairman pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Fax: 415.904.5400

#### Dear Chairman Kruer:

Interstate-5 is the only highway route in and out of South Orange County; a scary thought given the road's infamous stand-still traffic.

An even scarier thought given that lives may be at risk and the safety of thousands may depend on a road that is more likely to have congestion than provide safe and swift evacuation.

The safety of human life is why Foothill-South is needed. We've all seen recently that when disasters strike, people need roads to flee, to live. That's the most important reason to build roads. And, no road is more important right now than Foothill-South.

Foothill-South will provide an alternative evacuation route if the I-5 is shut down and provide an important alternative emergency evacuation route from San Onofre Nuclear Generating Station. As we saw with recent wildfires, the road would also serve as a firebreak during wildfire season.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind for relief, connection and evacuation.

Foothill-South would improve local safety in times of peace as well by providing a free-flowing alternative to the dangerously congested I-5. I've seen and heard about fatal accidents on the Interstate that I deeply believe could have been avoided had there been less cars on the road.

Because a significant accident or natural disaster impacting I-5 completely gridlocks the region, I urge you to not only improve lives -- but to save lives -- by supporting Foothill-South.

Sincerely,

California Coastal Commission Attn: Chairman Pat Kruer 45 Freemont Street, Suite 2000 San Francisco, CA 94105-2219

#### Dear Chairman Kruer:

As a longtime resident of south Orange County and driver in Orange County, Riverside County and San Diego County, I am voicing my support for the NEED for "Foothill-South" ... the final ( and oh so necessary ) segment of the 241 ... the Foothill Toll Road.

The amount of homes being built in all three of these counties ... resulting in MANY, MANY commuters/drivers ... demands more roads connecting the three counties more easily. It's a nightmare now! The Ortega Highway (connecting Riverside County to Orange County) can not hold any more traffic, nor can the 5 freeway (connecting Orange County and San Diego County)! It's also a good way to save lives, in the long run!

My husband is the principal at Tesoro High School which sits at the present "end" of the 241 toll road in Las Flores. He supports the continuation, also.

You can help make a lot of southern California drivers' lives less stressful by finishing this wonderful, easy to drive and uncrowded toll road!

PLEASE HELP!!

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Sally Tarica

California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

FAX: (415) 904-5400

### Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

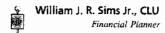
The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of thee agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sinc	Signature on File	
	<del>-</del>	
Kathryi	n Noble	
Newpor	rt Beach, CA	





Lincoln Financial Advisors Corp.
Lincoln Financial & Insurance
Services Corp.
26181 Via Oceano
Mission Viejo, CA 92691-5623
phone 949 472-0909

CA license #0154459

Supervising Office: 18400 Von Karman Ave. Suite 500 Irvine, CA 92612 phone 949 660-0661 fax 949 756-2624

A member of Lincoln Financial Group phone 949 472-0909

fax 949 768-2155

California Coastal Commission the Mr Kruer, Chairman Dear Mr Kruer, do resident of mange Country I would support the completion or would relien conststion to towns above the 5 f There has been to years of enviren. studies and respect shown for the at letter regitation area any more the any more delaces se the future costs I have waited and we need Signature on File

### Richard H. Foltz and Associates

30021 Tomas St., Suite 300, Rancho Santa Margarita, California 92688 949-295-6493 Voice 949-713-7496 Fax richardhfoltz@sbcglobal.net

January 10, 2008

California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Fax: 415.904.5400

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project — which is estimated to cost more than \$2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Signature on File

CERTIFIED SPECIALIST PROBATE, ESTATE PLANNING & TRUST LAW\*

1015 CHESTNUT AVENUE, SUITE E3 CARLSBAD, CA 92008 (760) 729-7162 FAX (760) 729-2860

January 7, 2008

California Coastal Commission Chairman Patrick Kruer 45 Fremont Street Suite 2000 San Francisco CA 94105 BY FACSIMILE AND FIRST CLASS MAIL

Re: 241 Toll Road Completion

Dear Mr. Kruer:

It is my understanding that the Commission will vote on the 241 Toll Road at the Commission's February 6, 2008 - February 8, 2008 meeting in San Diego.

I strongly support the completion of the 241 Toll Road to the I-5 south of San Clemente. As you know, traffic congestion is a serious problem in Southern California. The population of South Orange County and North San Diego County continues to grow. Where will the additional cars go? The 241 needs to be completed as soon as possible. I also strongly support the expansion of the I-5. However, it is clearly not an either/or proposition. We need both roads expanded as soon as possible.

I frequently work in Costa Mesa and travel there from my office in Carlsbad. The traffic between San Clemente and the 73 Toll Road is bad and getting worse. Completing the 241 will divert some of that traffic off of the I-5.

I have been following the planning process for this toll road. The planning process has been exhaustive. Great care has been taken to minimize the environmental impacts of this road, perhaps more so than any other road I have heard of that has been built.

Please vote in favor of the completion of the 241 Toll Road for the benefit of all Southern Californians and those who visit our fair state. Thank you for your consideration.

Signature on File

RICHALU D. MACGULII

RBM:cec

gradient was been graded by the control of grade

January 15, 2008

California Coastal Commission Chairman Patrick Kruer 45 Fremont Street, Ste. 2000 San Francisco, CA 94105

The 241 is a no-brainer for anyone who drives the I-5.

If the 241 fails it will have a direct bearing on the life living in San Clemente ... human life. Not to mention the loss of homes should the I-5 be expanded.

We need to get realistic about the freeways in CA. Should a natural disaster occur on the I-5 north of San Clemente there is only one other route to San Diego ... the I-15. The 241 would be a life saver!

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

Signature on File

Mr. Brian R. Dundon 619 Vista Valinda San Clemente, CA 92672 California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219 Fax: 415.904.5400



### Dear Chairman Kruer:

I recently read Gov. Schwarzenegger's letter to the California Coastal Commission (Jan. 15, 2008) in which he voices his strong support of the Foothill-Hill South project in Orange County.

I agree with Gov. Schwarzenegger, "rebuilding our critical infrastructure is one of the single most important steps we can take to keep California strong and prosperous, make our air cleaner, reduce greenhouse gas emissions and protect the unique quality of life that makes California the greatest place to live on earth."

The traffic in South Orange County is cruel and the thought of it getting worse each year is down-right depressing. We need a route alternative to the ones that exist today. It's obvious!

As Gov. Schwarzenegger says, "The SR-241 project gives us the chance to protect our parks and our coastline and reduce one of the most damaging environmental problems that plagues our state: traffic gridlock. I hope you will join me in supporting this major step forward for California."

Thanks in advance for your consideration.

Terri Wright 17 Whitney Irvine, CA 92620

Signature on File

Wk 949-442-2442 Hm 949-559-8852 January 10, 2008

California Coastal Commission South Coast District Office 200 Oceangate, 10<sup>th</sup> Floor Long Beach, CA 90802-4416

Re:

241 Tollroad Extension

Dear Sirs:

It is impossible for me to imagine that you can possibly consider the idea that the 241 toll way will never be extended to the 5 freeway at San Clemente. The land has already been developed around this area, the 5 freeway is usually at a crawl through San Clemente at any hour of the day, traffic is horrendous on the surface streets, autos are idling and causing greater pollution and aggravation, and you are trying to save an obscure toad and a mouse. I guess that we are lucky that Mother Nature eliminated the dinosaurs, or they would certainly be an issue as well.

It is important that each of you as "reasonable people" meet, come to some agreedupon route for the road, and get it built. It is going to happen sooner or later, and why spend additional funds fighting, arguing, litigating and posturing when this money could be used to mitigate any alleged impacts to the environment.

I don't want the environment to be impacted negatively, but this goal must be weighed against the alternatives. The development has taken place, which is "water under the bridge", and we need to move forward in the name of <u>SANITY</u>. There are tens of thousands of Orange and San Diego County residents that are being negatively impacted on a daily basis as a result of this stand-off between the Coastal Commission and the Transportation Corridor Agency. Let's find a way to get it done!

When it comes down to a toad, a mouse and tens of thousands of human beings, why would the toad and mouse come out on top? Has anyone even seen these creatures, and would they care if they ever did? I can't personally think of anyone off hand that would feel this to be justification for such a standoff.

Find a compromise, set a decent route, and get it done! We did it with the 241 as it passed through north Mission Viejo, and you can do it too!

Signature on File

RECEIVED South Coast Region

JAN 17 2008

AUFORNIA MMISSION

Frank Allen 27455 Almendra Mission Viejo, CA 92691

• J



TAKE A STAND

# Leighton Consulting, IFC.

January 21, 2008

Mr. Patrick Kruer, Chair California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Dear Chairman Kruer:

As a member of the Orange County Chapter of Women in Transportation (WTS) I want to strongly urge you to support the Transportation Corridor Agency's application for a Consistency Certification at your February meeting. WTS is an international organization with more than 4,000 members that is dedicated to identifying opportunities for women within the transportation industry. Our Orange County chapter wholeheartedly supports the completion of the SR-241 Toll Road.

WTS recognizes the significantly enhanced mobility this project will provide to the Southern California region. We understand and appreciate the need for environmental protection and sensitivity in all transportation projects which is what this alternative route to the I-5 does.

Please approve the completion of SR-241 at your Coastal Commission hearing in February.

Signature on File

Lourdes M. Montalvo Marketing Assistant

cc: Governor Arnold Schwarzenegger
Fax Number 916-445-4633
Senator Dianne Feinstein
Fax Number 202-228-3954



17050 Arnold Drive • Riverside, California • 92518-9985 • 951-697-2000 • Fax: 951-697-2842 • http://www.afvw.com

California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

FAX: (415) 904-5400

### Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Signature on File

Charles L. Dalton V.P. Finance/AFVW

## JAMES TECCA

January 18, 2008

Pat Kruer, Chairman

California Coastal Commission

45 Fremont Street, Suite 2000

San Francisco, CA 94105-2219

Fax: 415-904-5400

RECEIVED

JAN 22 2008

COASTAL COMMISSION

Dear Pat,

It has certainly been awhile since I have seen you and I hope all is well and it would be great to touch base again.

You may know that I live in Orange County and in fact moved here when the debate was going on regarding The San Joaquin Hills (73), the Eastern (261) and Foothill (241) Toll Roads were being debated. Having commuted without these toll roads I can assure you that it made a significant change in the manner that traffic moves and has been very positive on people's lives despite the views of the initial opponents. I might add the roads appear to be very environmentally sensitive.

Now I understand the same kinds of issues exist with the last remaining 16 miles of the existing toll road system and while I understand the reason for concern, it appears to me that these last few miles can be constructed with the same amount of care for the environment and at the same time positively impact an area of Southern Orange County that has grown rapidly and will grow significantly over the next several years because that is the last available land available for development and it is a major connector for those traveling in and through Orange County.

Therefore I request that you help us to support this toll road and alleviate the significant future problem.

Signature on File

8 Westcliff

Laguna Niguel, CA 92677

## JOHN KENNEDY POOLS & SPAS



RECEIVED

JAN 2 2 2008

COASTAL COMMISSION

Sunday, January 20, 2008

California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Fax: 415.904.5400

#### Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

14010 FALLING LEAF RD APPLE VALLEY CA 92307 760-887-9770 STATE CONTRACTOR LICENSE C-53 878711

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I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to concested routes

Signature on File

1/20/08

Jenn Kennedy

14010 FALLING LEAF RD APPLE VALLEY CA 92307 760-887-9770 STATE CONTRACTOR LICENSE C-53 878711

# Buche & Associates, P.C.

7777 Fay Avenue, Suite 205 • La Jolla, California 92037

La Jolla, California Telephone (858) 812-2840 Facsimile (858) 430-2426 Hauston, Texas Telephone (713) 589-2214 Facsimile (713) 583-9644

John Karl Buche

jbuche@westerniplaw.com

January 20, 2008

Governor Arnold Schwarzenegger State Capitol Sacramento, CA 95814 RECEIVED JAN 2 2 2008

Re: Toll Road Through San Onofre

COASTAL COMMISSION

Dear Governor Schwarzenegger:

I am writing in response to your letter to the California Coastal Commission, urging them to support the Toll Road through the San Onofre State Park and Beach.

While I like your movies, and you have done some great things for the State of California, I strongly oppose your recent decision, and the toll road through one of California's fifth most visited state parks. I like to surf here too, so I'd rather not have a toll road in the midst.

I was extremely disappointed to hear your stance on this issue, as well as your decision to cut funding to 48 state parks. I moved here from Texas, and one of the things I have always loved about California is the abundance of State Parks that offer citizens ample access to nature. What would happen to the parks? Could volunteers staff them? Can't you raise admissions to users to help pay to sustain them?

I would suggest that there are other ways to fix the budget than to acquiescence to more urban sprawl and roads. Namely, it is time that California invest in sustainable rail based solutions to alleviate oridlock. Coming from Austria, I would think you would appreciate that large populations are readily served by high-speed rail. The metro regions of California could be better linked with rail infrastructure instead of by another road—just as in Europe. Bigger highways with even more cars will only magnify the current problems. This toll road is simply a quick fix. Rail, on the other hand, is environmentally sound and the public will use it, provided it is clean, priced fairly and fast. Rail tickets also generate revenue.

To save money on the budget, you could do some other things hesides close parks. For instance:

- Remove the illegal immigrants from the State; support efforts to build a better
  fence to keep them out. They can migrate legally, like you did. Illegal
  immigrants and their offspring burden schools, hospitals, and other public
  services without equally sharing tax burdens for supporting those services.
- Tax wire transfers out of the State. People who live in the state illegally often send their money out of the state by wire transfer as soon as it is earned, so that they are not paying taxes, state or federal. Tax guest worker wages too.
- Use your influence as Governor to advocate against fighting an expensive, pointless drug war that will never end and that drains state resources and encourages a violent criminal underworld (just like prohibition did in the 1930's).
- Once you legalize drugs, tax them heavily, just like we do alcohol. You will
  eliminate crime fostered by the profits that derive from illegality, while
  simultaneously increasing your own tax revenues.

I do commend your decision to release some of the nonviolent offenders from prisons. If necessary, put a bracelet on their ankles.

Sincerely,

/s/John Karl Buche

John K. Buche

Cc: Patrick Kruer; Mark Delaplane

### Russell & Sandra Beecher 2558 Bulrush Circle Corona, CA 92882

California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219 FAX: (415) 904-5400



### Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of thee agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

Signature on File

California Coastal Commission Attn: Chairman Pat Kruer 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Fax: 415.904.5400

### Dear Chairman Kruer:

I have camped at the San Mateo campground for years. When I first heard of plans for completing the Foothill-South (241) Toll Road, I was concerned.

But after looking at the plans and hearing both sides of the argument, I'm convinced that this Toll Road will not adversely affect the camping experience at San Mateo.

I know what the opponents are saying, but I believe they are misleading the public. First, absolutely no campsites will be removed with this project. The road will not be going "right through" the campground, as I've seen opponents claim.

It won't threaten Trestles and affect its surf break. And most importantly, the 241 will allow me to get to the San Mateo campgrounds without having to battle traffic.

Please don't fall prey to the misinformation and misleading statements from people opposing this project.

Vote yes to the TCA proposal to finish the 241 Toll Road.

Regards,

Signature on File